Par. 8.2.1.1.52
830

सत्यमेव जयते

Wednesday,
28th September,
1955

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

PARLIAMENT SECRETARIAT
NEW DELHI

Price Six Annas (Inland)
Price Two Shillings (Foreign)

CONTENTS

(19th September to 1st October 1955)

COLUMNS

nday 19th September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 1870 to 1872, 1874 to 1878, 1883, 1884, 1889, 1896 to 1903, 1905 to 1907, 1909, 1912, 1916 to 1918, 1920 and 1921 . . . . 4863—97

ritten Answers to Questions—

tarred Questions Nos. 1868, 1869, 1873, 1879, 1880 to 1882, 1885 to 1888, 1890 to 1895, 1904, 1908, 1910, 1911, 1913 to 1915, 1919, 1922 to 1925 and 1927 to 1935 . . . . 4897—13

Unstarred Questions Nos. 992 to 1027 . . . . 4914—34

esday 20th September, 1955.

al Answers to Questions—

tarred Questions Nos. 1936, 1937, 1941 to 1944, 1946 to 1948, 1950, 1951, 1955, 1956, 1958, 1959, 1962, 1964, 1967 to 1970, 1939 and 1940 . . . . 4931—58

hort notice Question No. 10. . . . . . . 4958—60

ritten Answers to Questions—

Starred Questions Nos. 1938, 1945, 1949, 1952 to 1954, 1957, 1960, 1961, 1963, 1965, 1966, 1971 and 1972 . . . . . . 4960—65

Unstarred Questions Nos. 1028 to 1045. 4965—72

ednesday 21st September, 1955.

ral Answers to Questions—

Starred Questions Nos. 1975, 1977, 1979, 1980, 1984, 1986 to 1988, 1991, 1992, 1994 to 1998, 2003 to 2006, 2008, 2010 to 2014, 2016, 2018, 2020, 2023 and 2025 . . . . 4973—5003

Written Answers to Questions—

Starred Questions Nos. 1973, 1974, 1976, 1978, 1981 to 1983, 1985, 1989, 1990, 1993, 1999 to 2002, 2009, 2015, 2017, 2019, 2021, 2022, and 2026 to 2032 . . . . 5003—15

Unstarred Questions Nos. 1046 to 1071 . . 5015—28

ursday 22nd September, 1955.

al Answers to Questions—

Starred Questions Nos. 2033 to 2036, 2038 to 2041, 2044, 2046, 2048, 2051, 2055, 2056, 2058 to 2062, 2066 to 2070, 2072 to 2077, 2079 to 2081 and 2084 . . . . 5029—64

Written Answers to Questions—

tarred Questions Nos. 2037, 2042, 2043, 2045, 2047, 2049, 2050, 2052 to 2054, 2063, 2065, 2071, 2078 and 2085 to 2090 . . . . . 5064—72

Unstarred Questions Nos. 1072 to 1119 . . . . 5072—96

Friday, 23rd September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 2091 to 2094, 2098 to 2100, 2103, 2105 to 2109, 2111, 2116, 2119 to 2121, 2124 to 2126, 2131, 2132, 2102, 2117, 2122, 2118, 2129 and 2130 5097-

Written Answers to Questions—

Starred Questions Nos. 2095 to 2097, 2101, 2104, 2110, 2112, 2114, 2115, 2123, 2127 and 2128 5128

Unstarred Questions Nos. 1120 to 1134 5133

Monday, 26th September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 2133 to 2146, 2149, 2151, 2152, 2155 to 2157, 2159, 2161 to 2166, 2169 and 2170 5141-

Written Answers to Questions—

Starred Questions Nos. 2147, 2148, 2150, 2153, 2154, 2158, 2160, 2167, 2168, 2171 to 2178, 2180 to 2186 5171

Unstarred Questions Nos. 1135 to 1157 5181-

Tuesday, 27th September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 2187 to 2194, 2196 to 2202, 2204 to 2206, 2209 to 2212, 2216 to 2219, 2221, 2222 and 2225 to 2230 . . . 5193-

Short Notice Question No. 11 5228

Written Answers to Questions—

Starred Questions Nos. 2195, 2203, 2207, 2208, 2213 to 2215, 2220, 2223, 2224 and 2231 to 2263 523

Unstarred Questions Nos. 1158 to 1168 and 1170 to 1215 . . . 524

Wednesday, 28th September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 2266, 2267, 2270, 2272, 2273, 2275, 2276, 2278, 2280 to 2283, 2286, 2287, 2289 to 2291, 2295 to 2300, 2303, 2305, 2306, 2307, 2308, 2311 and 2312 52

Short Notice Question No. 12 5

Written Answers to Questions—

Starred Questions Nos. 2265, 2269, 2271, 2274, 2277, 2279, 2284, 2285, 2288, 2292 to 2294, 2301, 2302, 2304, 2309, 2310, 2313 to 2338 . 53

Unstarred Questions Nos. 1216 to 1222, 1224 to 1252, 1254 to 1266 . 5

Thursday, 29th September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 2339 to 2344, 2346, 2349 to 2352, 2354 to 2358, 2360 to 2362, 2364, 2366, 2367 to 2369, 2372, 2390, 2373, 2375 and 2392 . . . .

Short Notice Questions Nos. 13 to 16 5

COLUMNS

tten Answers to Questions—

arred Questions Nos. 2345, 2347, 2348, 2353, 2359, 2363, 2370, 2371, 2376 to 2384, 2384-A, 2385 to 2389, 2391, 2391-A, and 2393 to 2399. . . . . 5380—93

Untarred Questions Nos. 1267 to 1300, 1300-A, and 1300-B. . 5393—5408

30th September, 1955.

Answers to Questions—

rred Questions Nos. 2401 to 2406, 2408 to 2410, 2413, 2446, 2414 to 2416, 2418 to 2421, 2423 to 2425, 2427 to 2431, 2455, 2433 and 2462. . . . . 5409—41

Short Notice Questions Nos. 17 to 20 . . . . 5441—49

Written Answers to Questions—

Starred Questions Nos. 2400, 2407, 2411, 2412, 2417, 2422, 2432, 2434 to 2445, 2447 to 2454, 2456 to 2461, 2463 to 2473. . . 5449—66

Unstarred Questions Nos. 1301 to 1369. . . . . 5466—5500

day, 1st October, 1955.

ral Answers to Questions—

Short Notice Questions Nos. 21 and 22 . . . . 5501—10

Index . . . . 1—129

LOK SABHA DEBATES

(Part I—Questions and Answers)

Acc. No. 25485
Dated 11.02.2015

LOK SABHA

Wednesday, 28th September, 1955

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Radio Research Committee

***2266. Shri Krishnacharya Joshi**: Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) the nature of the recommendations of the Sub-Committee of the Radio Research Committee set up to carry out a survey of raw materials for the radio industry; and

(b) the steps Government propose to take thereon?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) and (b). A statement giving the required information is laid on the Table of the House. [*See* Appendix XI, annexure No. 37.]

Shri Krishnacharya Joshi: Sir, I am sorry to say that I could not get the statement so far. I was waiting for about fifteen minutes, but I could not get any statement.

Dr. K. L. Shrimali: I am sorry. The statement should have been there. Would you like me to read it, Sir?

Mr. Speaker: I should like to know what happens to the statements. The practice is that they are placed at least half an hour before in the Notice Office.

Dr. Ram Subhag Singh: I also went to enquire. But the notice regarding the statement was not there on the notice board.

Mr. Speaker: All Members are talking simultaneously. It is an improper procedure of conducting the proceedings.

Shri Krishnacharya Joshi: I was in the Notice Office till five minutes to 11, but I could not get it.

Mr Speaker: Let the question be postponed for the time being. The Secretary is making enquiries and we shall see what happens. But that will apply to all questions in which there are statements.

An Hon. Member: Now they have been put up.

Mr. Speaker: Then the hon. Member may go and look at it, if he likes—or he may not.

So it is only restricted to this question and that is postponed for the time being.

Revenues from Hyderabad

***2267. Shri Ibrahim:** Will the Minister of **Finance** be pleased to state the amount of revenue that was realised by the Central Government in the State of Hyderabad during the year 1954-55, separately from each source?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): The revenue realised by the Central Government in the State of Hyderabad during the financial year 1954-55 from each source is as follows:—

Central Excise	*Income tax*	*Total*
Rs. (in lakhs)	Rs. (in lakhs)	Rs. (in lakhs
2,43	1,91	4,34

राइफल चलाना

***२२७०. श्री भक्त दर्शन**: क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि मार्च, १९५४ में लोकसभा द्वारा स्वीकृत संकल्प के अनुसरण में जनता को राइफल चलाना सिखाने के लिये राज्य सरकारों को क्या वास्तविक सहायता दी गई है?

रक्षा उपमंत्री (सरदार मजीठिया): असैनिकों को राइफल चलानें की शिक्षा देने के लिये एक स्कीम राज्य सरकारों के पास भेजी गई थी और जिन राज्य सरकारों ने इस स्कीम को मान लिया है, उनको .२२ वाली राइफलें दी गई हैं।

श्री भक्त दर्शन : क्या मैं जान सकता हूं कि वे कौनसी राज्य सरकारें हैं जिन्होंने इस बारे में केन्द्रीय सरकार से दरख्वास्त की है ?

सरदार मजीठिया : जिन्होंने इस स्कीम को स्वीकार किया है उनकी लिस्ट मेरे पास है। वे ये हैं : पेप्सू, राजस्थान, मध्य प्रदेश, आन्ध्र, बम्बई, भोपाल, त्रिपुरा, मनीपुर, आसाम, सौराष्ट्रविन्ध्य प्रदेश, उत्तर प्रदेश, हैदराबाद, मैसूर, बिहार और दिल्ली ।

श्री भक्त दर्शन : जिन राज्य सरकारों ने अभी तक कोई हथियार नहीं लिया है या अपनी असमर्थता प्रकट की है, क्या उन्होंने इस योजना को न स्वीकार कर सकने के कोई कारण दिये हैं ?

सरदार मजीठिया : वे देख रहे हैं। उनको फिर चिट्ठी लिखी गयी है और जैसे जैसे वे स्वीकार करेंगे वैसे-वैसे उनको राइफिलें दी जायेंगी ।

Shri Ramachandra Reddi: May I know whether the ·22 bore rifles which were promised and expected to be supplied have been supplied to the State organisations?

Sardar Majithia: Yes, they have been supplied.

श्री भागवत झा आजाद : क्या मैं जान सकता हूं कि जिन राज्य सरकारों ने अबतक इस सम्बन्ध में कोई कार्य नहीं किया है या जो इस कार्य को नहीं कर सकती हैं, ऐसे राज्यों में क्या यह काम ऐसी गैर सरकारी संस्थाओं द्वारा कराया जायगा, जैसे नेशनल राइफिल ऐसोसियेशन आफ इंडिया ?

सरदार मजीठिया :.जो राज्य सरकारें यह काम नहीं कर रही हैं उनको कहा जा रहा है कि वे उसे करें। जब तक वे हमारे साथ को आपरेट नहीं करतीं हम आगे नहीं चल सकते ।

Andaman and Nicobar Islands

*2272. **Shri S. C. Samanta** : Will the Minister of **Education** be pleased to refer to the reply given to Starred Question No. 723 on the 3rd December, 1954 and state the futrther steps taken by Government to recruit Hindi teachers for schools in the Andaman and Nicobar Islands?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): About 50 applications received by the Ministry of Education in this connection were forwarded to theAndaman and Nicobar Islands Administration during the last few months. Out of these and a few other applications received by them direct, five trained teachers have been provisionally selected by the Island Administration.

I may add for the satisfaction of the hon. Member that in reply to his original question, which was answered on the floor of this House on 3rd December last, Government replied that in spite of strenuous efforts satisfactory results have not been obtained regarding the availability of Hindi teachers in the Andamans. Now, the question of the hon. Member and the reply given by the Government received wide publicity in the country, and as a result of this publicity 53 applications were received by the Government of India in the Ministry of Education and a few others were received by the Island Administration direct.

Shri S. C. Samanta: May I know the number of schools and the number of students reading in the schools in the Andamans and the medium of instruction there?

Dr. M. M. Das: At present there is only one Government High School and there are 24 Primary Schools in these Islands with an enrolment of about two thousand students. So far as the medium is concerned, it is Hindi and Hindustani.

Shri S. C. Samanta: May I know the emoluments of the teachers there and whether there is any difference in the pay of indigenous teachers and of teachers taken from the mainland?

Dr. M. M. Das: So far as the pay scales are concerned, they are the same as the pay scales approved by the Central Government on the recommendation of the Central Pay Commission *plus* the usual dearness allowance at the Central Government rates. Besides these the teachers recruited from the mainland are given Andamans special pay at the rates applicable; and then free un-furnished residential accommodation and free sea passage for self and family once a year while proceeding on or returning from leave.

Shri S. C. Samanta: May I know whether the Education Committee that visited the Andaman and Nicobar Islands recently have submitted their reports and whether the reports have been considered by the Government?

Dr. M. M. Das: The Committee visited the Andamans in April-May, 1955. The report of the Committee is still awaited.

Oil Exploration in Naharkatiya

*2273. **Shri Gidwani:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether any agreement has been reached with the Assam Oil Company for undertaking operations for oil explorations in the Naharkatiya area in Assam;

(b) if so, the proposed share of Government in that undertaking; and

(c) whether Indians will be associated with the operations of explorations?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) Government has no share in this undertaking but the agreement provides that the Assam Oil Company will form a rupee company to work the mining lease that may subsequently be granted and that Indian capital will be associated with the rupee company to the extent of 25 per cent of its share capital.

(c) Yes Sir; to the extent agreed to between the company and Government.

Shri Gidwani: What is the extent to which the agreement has been arrived at?

Dr. K. L. Shrimali: The clause with regard to the employment of Indian citizens is that the licensee shall employ Indian citizens at all levels in its organisation to such extent as may be agreed upon between it and the Assam Government on the advice of the Central Government, and shall also arrange for their training in India and abroad to enable them to hold these appointments.

Shri Gidwani: What is the total capital of the company?

Dr. K. L. Shrimali: I shall require notice for that.

Shri Joachim Alva: Did Government make a claim to contribute at least fifty per cent of the capital, and was that claim accepted or rejected by the company?

Dr. K. L. Shrimali: Government had no intention to have their shares in this undertaking at that stage.

Shri S. C. Deb: May I know whether the Government is satisfied that the Indian personnel that will be associated there will be given due facility on the technical side of exploration of oil , and oil refinery etc.?

Dr. K. L. Shrimali: Yes, Sir. The agreement says that Indians will be associated at all stages with the organisation and arrangements will also be made for the training of technical personnel.

Reserve Bank of India

*2275. **Shri S. N. Das:** Will the Minister of **Finance** be pleased to state:

(a) whether any decision of making the Department of Banking of the Reserve Bank of India its permanent feature has been taken; and

(b) whether the strength and scope of this Department have been expanded?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) Yes, Sir. The Department of Banking Development of the Reserve Bank of India has been made permanent recently.

(b) Arrangements for expanding the strength and scope of this Department are under way.

Shri S. N. Das: May I know what will now be the scope of this Department with regard to the functioning of Rural Credit Organisations and the various branches of the State Bank of India?

Shri A. C. Guha: The recommendation of Rural Credit Survey to strengthen this department is primarily on account of the expected work of the State Bank and the operation of rural credit work. Its main work will be to help rural credit work and also the State Bank in extending banking facilities to rural areas and semi-urban areas.

Shri S. N. Das: May I know whether this department has drawn up any programme, or is it likely to draw up a programme in the near future with regard to the opening of branches of State Banks in rural areas, and if so, what are the important features?

Shri A. C. Guha: The programme has already been stated in this House. 400 branches are to be opened in the next 5 years. I do not know what further programme the hon. Member wants. It would be mainly the function of the State Bank to select the places and decide when the branches will start. The Reserve Bank will always keep contact with the State Bank.

Shri S. N. Das: May I know whether it will be one of the functions of this department to co-ordinate the activities of the State Bank and the rural credit organisations in the country?

Shri A.C. Guha: If the hon. Member would like, I shall read out the functions as put in the recommendations. I think that work will come if not directly, at least indirectly. Its main functions will be to help the State Bank in expanding its activities and providing banking facilities to rural areas as also in the matter of rural finance. That would be the main function. So that Co-ordination would come indirectly at least, if not directly.

Shri Matthen: May I know if the hon. Minister and the Government will appoint a practical banker as the head of this department and not an arm-chair banker as they used to?

Shri A. C. Guha: It is a suggestion for action.

Mr. Speaker: In a sense, it is.

Chromite Ore Reserves

***2276. Shri R. N. S. Deo:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether it is a fact that the Orissa Chamber of Commerce have estimated the Chromite Ore Reserves of the country at 200 million tons; and

(b) if so, the action proposed to be taken by Government in this connection ?

The Deputy Minister of Education (Dr. K. L. Shrimali) (a) Yes, Sir.

(b) The matter is under investigation.

Shri R. N. S. Deo : May I know what action has been taken on the recommendation of the First Five Year Plan to have mapping and drilling the other areas for estimating the chromite ore reserves ?

Dr. K. L. Shrimali : Investigations could not be carried on under the First Five Year Plan. But, provision has been made in the Second Five Year Plan and top priority will be given to survey.

Shri R. N. S. Deo : May I know whether it is a fact that only 800 acres out of an estimated area of 1000 square miles have so far been surveyed by the N.S.S.R. Ministry ?

Dr. K. L. Shrimali : I could not exactly say how far that information is correct. But the estimates which were given to us by the Orissa Chamber of Commerce seem to be 200 million tons where as our estimates was only 1·3 million tons. From the information that is available at the present moment, there does not seem to be any justification to believe that they are of the measure of 200 million tons.

Shri R. N. S. Deo : The hon. Minister just now said that the N.R.S.R. Ministry's estimate is 1·3 million tons while the day before yesterday the Commerce and Industry Ministry replied to the supplementary saying that it was 1·5 million tons and the First Five Year Plan has given the figure as 6,02,000 tons. May I know which is the correct figure ?

Dr. K. L. Shrimali : The figure which has been given by me, *viz*., 1·3 million tons is correct according to my information.

Baroda Kala Bhawan Technical Institute

***2278. Shri R. N. Singh :** Will the Minister of **Education** be pleased to state:

(a) whether Government recognize Diplomas of Architecture awarded by the Board *Kala Bhawan* Technical Institute;

(b) if so, since what time; and

(c) the number of diploma holders of the above Institute who have been employed by Government ?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) : (a) to (c). A statement is laid on the Table of the House. [*See* Appendix XI, annexure No. 38.]

श्री आर० एन० सिंह : क्या मैं माननीय मंत्री से जान सकता हूं कि होम मिनिस्ट्री ने आर्किटेक्चर डिप्लोमाज़ डिग्रीज़ में केवल ए० आई० आई० ए० और आर० आई० बी० ए० डिप्लोमाज को ही रेकमेंड किया है और क्या यह सही नहीं है कि ऐजयूकेशन मिनिस्ट्री को ही आर्किटेक्चर इत्यादि म डिप्लोमा और डिग्री रिकगनाइज करने का अधिकार है ?

Dr. M. M. Das : So far as qualifications in professional and technical matters are concerned, it is the Education Ministry that deals with this particular matter. I do not know whether the Home Ministry has specified the qualifications. Before 1949 the different Ministries had their own specifications regarding these qualifications. After 1949, the Education Ministry has been given the responsibility of finding out what should be the qualifications for Government employment. Since 1953, the matter is being dealt with by an Assessment Board which has been set up in the Ministry of Education in association with the U.P.S.C. under the aegis of the All India Council of Technical Education.

श्री आर० एन० सिंह : क्या मैं जान सकता हूं कि यनियन पबलिक सर्विस कामशन को भी अधिकार है कि वह डिप्लोमा या डिग्री को रेकगनाइज कर सकें ?

Dr. M. M. Das : The Union Public Service Commission is not responsible for determining what should be the qualifications. That responsibility has been given to the Ministry of Education. The U.P.S.C. is guided by the decision taken by the Ministry of Education. For facility of work, we have established an Assessment Board in which the Union Public Service Commission is represented.

श्री आर० एन० सिंह : क्या ऐजयूकेशन मिनिस्ट्री ने कला भवन डिप्लोमा को रेकगनाइज कर दिया है ?

Dr. M. M. Das : This has been answered in detail in the statement. We have not only recognised the diplomas of the *Kala Bhawan*, but already many people with these diplomas have been appointed in Government service.

Shri R. S. Diwan : Before the commencement of the Delhi Polytechnic, the diplomas of the J. J. School of Arts, Bombay, were recognised for appearing before the Union Public Service Commission. But since the commencement of the Delhi Polytechnic, those diplomas are not recognised even though the courses are the same and the knowledge that the students get is the same.

Dr. M. M. Das : We have got no information about this. So far as we know, the diploma of the J. J. School of Arts is recognised.

Shrimati Jayashri : I would like to know whether it is a fact that the *Kala Bhawan* is a part of the Shri Maharaja Sayaji Rao University of Baroda ?

Dr. M. M. Das : Formerly this *Kala Bhawan* was a Government Institution of the Baroda State. When the Baroda University was set up, it gave affiliation to this institution and it is now affiliated to the Bareda University.

Mr. Speaker : Next question.

Shri R. N. Singh : One question, Sir.

Mr. Speaker : I have already allowed 5 questions.

Military Camps

***2280. Thakur Jugal Kishore Sinha:** Will the Minister of **Defence** be pleased to state:

(a) the number of improvised military camps erected during the last war in Bihar;

(b) the number of camps still in use ;

(c) the number of camps with their location abandoned by the military; and

(d) the manner in which the abandoned camps are or have been disposed of or are being made use of ?

The Deputy Minister of defence (Sardar Majithia) : (a) 192.

(b) Twenty.

(c) and (d) 172 camps have been abandoned by the army. Their locations are shown in the statement laid on the Table of the House. [*See* Appendix XI, annexure No. 39]. The manner in which the camps have been disposed of or are being used is also indicated in the statement.

ठाकुर युगल किशोर सिंह : क्या माननीय मंत्री यह बतला सकते हैं कि उन कैम्पों के बनाने में कितना खर्चा हुआ था ?

अध्यक्ष महोदय : आप कौन से कैम्पों के बारे में जानना चाहते हैं ?

ठाकुर युगल किशोर सिंह : जितने भी कैम्प बिहार में बने थे, उन सब पर कितना खर्च आया ?

Sardar Majithia : I have not got the figures of what was spent on these 192 camps. They were mostly temporary buildings put up during the war.

Dr. Ram Subhag Singh : May I know whether the land on which the camps were erected has been returned to the original owners ?

Sardar Majithia : If the hon. member only sees the statement in reply to the question, he will find in it all that he wants.

Dr. Ram Subhag Singh : I know that..........

Mr. Speaker: Order, order.

Shri G. P. Sinha : May I know whether the Government of Bihar have demanded some of these camps for public purposes ?

Sardar Majithia: As the statement shows, quite a lot of these camps have been taken over by the Bihar Government and they have been handed over to them.

Shri G. P. Sinha: May I know....

Mr. Speaker : It is better to go through the statement,

Land in Cantonment Areas

***2281. Shri H. G. Vaishnav:** Will the Minister of **Defence** be pleased to state:

(a) the nature of rights and title of the agricultural land owned and possessed by the land-holders since long in the Cantonment areas; and

(b) whether these rights vary in different Cantonments?

The Deputy Minister of Defence (Sardar Majithia) : (a) Wherever any land is owned and possessed by a landholder in a Cantonment, he enjoys full proprietary rights.

(b) These rights are governed by the laws of the respective States in which the Cantonments are situated.

Shri H. G. Vaishnav : May I know whether in some of the cantonments now these owners are turned into tenants and their rights are curtailed ?

Sardar Majithia : As I said, they are governed by the State laws.

Shri H. G. Vaishnav : May I know if there is some litigation also in this respect and people are fighting and a representation has been made to the Defence Ministry that the rights of ownership should not be changed into tenancies?

Sardar Majithia : Naturally, when the conditions are changed, people do fight, but they have to conform to the laws of the State which are on a socialistic basis.

श्री भक्त दर्शन : क्या यह सत्य है कि इन भूमियों के जो नियम हैं उनके संशोधन के बारे में कई महीनों से विचार किया जा रहा है, ग्रौर क्या मैं जान सकता हूं कि ग्राखिरी फैसला होने में ग्रभी ग्रौर कितने महीने लगेंगे?

Sardar Majithia : Not so far as the agricultural land is concerned. Probably the Member is referring to the other land to which the question does not refer.

जल को मृदु बनाने के लि संयंत्र

*२२८२. **श्री के सी० सींधिया** : क्या **प्राकृतिक संशोधन और वैज्ञानिक गवेषणा** मंत्री यह बताने की कृपा करेंगे कि :

(क) जल को मृदु बनाने के लिये राष्ट्रीय भौतिक प्रयोगशाला में लगाये गये संयंत्र का ग्राविष्कार उस प्रयोगशाला में किया गया है;

(ख) उस संयंत्र का निर्माण करने ग्रौर स्थापित करने में कुल कितना व्यय हुग्रा;

(ग) क्या ऐसा संयंत्र विदेश से मंगाया जा सकता है; ग्रौर

(घ) यदि हां, तो उस संयंत्र पर क्या लागत लगेगी?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) No, Sir. It was designed at the Fuel Research Institute, Jealgora, and was fabricated at the National Physical Laboratory.

(b) Rs. 5,000/- approximately.

(c) and (d) Yes, Sir. Plants of the same capacity working on similar principle but using different water-softening materials can be obtained from foreign firms for about Rs. 20,000/- each.

श्री के० सी० सोंधिया : इन संयंत्रों की ग्रावश्यकता किस उद्योग में पड़ती है ?

डा० के० एल० श्रीमाली : इसमें से एक पदार्थ निकलता है जिससे पानी को हल्का किया जाता है।

श्री के० सी० सोंधिया : क्या इन संयंत्रों की ग्रावश्यकता देश के ग्रौर उद्योगों में भी पड़ती है ?

डा० के० एल० श्रीमाली० : जी हां, कई इन्डस्ट्रीज में इसकी ग्रावश्यकता पड़ती है।

Shri P. C. Bose: May I know what is the recurring cost per year of this plant for softening water ?

Dr. K. L. Shrimali : I am afraid I cannot give the information. I shall need notice for it.

Shri S. C. Samanta : May I know whether it is a fact that this Fuel Research Institute has manufactured a chemical complex which will lessen the cost, so that there will be no necessity for this plant?

Dr. K. L. Shrimali: They have developed a material known as "Carbion" and it is being used for softening water.

Army Service

*2283. **Shri P. L. Kureel** : Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that the Army Service is not drawing proper type of candidates to its fold, as it does not offer a suitable career;

(b) if so, the steps proposed to be taken to attract and retain capable career personnel;

(c) whether Government have seen the "Womble Committee Report"; and

(d) if so, the nature of the action proposed ?

The Deputy Minister of Defence (Sardar Majithia) : (a) Government have no reason to think that the Army service is not drawing the proper type of candidates.

(b) Does not arise.

(c) Yes, Sir.

(d) No action is considered necessary.

Shri P. L. Kureel : May I know whether it is due to the fact that the pay scales and allowances of the men and officers in the Armed Forces have considerably gone down after partition; that a great percentage of the officers is badly in debt?

Mr. Speaker : I could not understand the last part of the question.

Shri P. L. Kureel : Is it not a fact that a great number of these officers are badly in debt?

The Minister of Defence (Dr. Katju) : I do not think so. I think my hon. friend is misinformed.

Shri P. L. Kureel : Do Government propose to appoint a commission to enquire into this question which is very important?

Dr. Katju: I do not think it is necessary.

Shri Nambiar : May I know whether the Government are proposing to increase the pay scale of the O.Rs. which at present is considered to be very low ?

Dr. Katju : The question will be considered.

Shri Nambiar : I want to know whether the Government are proposing to increase the pay scale of the O.Rs., that is, other ranks, which at present is considered to be very low.

Dr. Katju : The question has been raised. I would like to have notice of this question, for the present.

Welfare Extension Project

***2286. Shri Sanganna** : Will the Minister of **Education** be pleased to state:

(a) Whether it is a fact that the Central Social Welfare Board has requested the Planning Commission to establish an independent organisation to evaluate the working of its Welfare Extension Projects; and

(b) if so, how the matter stands ?

The Paliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) Yes, Sir.

(b) The Planning Commission has accepted the proposal of the Central Social Welfare Board and details are being worked out by them.

Shri Sanganna : May I know whether the Social Welfare Board has made this suggestion because it is not able to cope with the increased work in the social welfare activity?

Dr. M. M. Das : In the ninth meeting of the Central Social Welfare Board, the Chairman herself emphasized the need for an independent evaluation of the welfare extension projects already functioning so as to assess the measure of success that has been achieved so far. So, unanimously the proposal was adopted to request the Planning Commission to set up an organisation or a committee or something like that which will take up this evaluation work.

Shri Sanganna : May I know whether the **Adarsh** Grameen Mahila **Sangh**, recently formed with its headquarters in New Delhi, has made any suggestion for the improvement in the working of the Social Welfare Board?

Dr. M. M. Das : We have no information.

Shri S. N. Das : Before this new organisation is set up, what is the present arrangement to supervise the work that is being done in various parts of the country with the funds given by the Central Board ?

Dr. M. M. Das : These extension projects are implemented by implementing committees. Then, there are State Board which keep an eye over this implementation, and then the Central Board is there. There are inspectors appointed who occasionally go to the place and examine the work on the spot.

Ordnance Officers (Civilians)

***2287. Shri Ramchandra Reddi** : Will the Minister of **Defence** be pleased to state :

(a) Whether it is a fact that many Ordnance Officers (Civilians) working in various Ordnance Depots have been retrenched or are likely to be retrenched in 1955-56;

(b) whether in view of the expansion and reorganisation of Ordnance Factories, the question of their retrenchment has been reconsidered; and

(c) the reasons for creating 4 categories for retrenchment in Ordnance Officers (Civilians) whereas only 3 categories were provided for retrenchment by the Ministry of Home Affairs and in the Army Instruction 107 of 1950?

The Deputy Minister of Defence (Sardar Majithia) : (a) No Ordnance Officer (Civilian) has sofar been retrenched during the year 1955 and it is hoped that none will have to be retrenched during the year 1955-56.

(b) Does not arise.

(c) The four categories are; "Outstanding", "Above Average", "Average" and "Below Average (not fit for permanent retention)". Those graded "Above Average" & "Average" together fall in the category "Not outstanding but fit for permanent retention" provided in the retrenchment instructions. The number of officers who were "Not outstanding but fit for permanent retention" was large; and they were, therefore sub-divided into two broad categories on the basis of merit for purposes of confirmation.

Price of Ammunitions

***2289. Shri Bhagwat Jha Azad:** Will the Minister of **Defence** be pleased to state:

(a) whether attempts are being made to reduce the cost of ammunition which are made available for sale to the public; and

(b) the difference between cost price and sale price of such ammunitions?

The Deputy Minister of Defence (Sardar Majithia) : (a) and (b) No ammunition produced at present in Ordenance Factories is being offerd for sale to the public. Production of a few types of ammunition for the civil market is under development and due care will be taken to fix the price of these types at as low a figure as possible having regard to the market price of similar types of imported ammunitions and our production costs.

Shri Bhagwat Jha Azad: May I know whether Government have called for the annual requirements of the non-official organisations which are promoting rifle training in India, and do Government propose to supply their annual requirements?

Sardar Majithia : As I said, so far we have not been in a position to put out ammunition on the market, but we are developing that ammunition, and when it is developed we certainly will go in for the civil market, and that question will arise only when we are in a position to put the ammunition on the market.

Shri Bhagwat Jha Azad : Can Government tell us what is the cost price at present as computed of the ammunition 22 bore produced in our ordnance factories and may I know if it is not a fact that the price of such ammunition is more than 300 per cent of the cost of ammunition that is imported from outside.

Sardar Majithia : As I said, our production cost is being worked out. I presume the hon. Member is correct that it is a bit higher than what the imported stuff costs.

Shri Bhagwat Jha Azad: Would Government consider the question of not banning the import of cheap ammunitions from outside, until the price of the ammunitions produced in our ordnance factories, which is at present about 300 per cent higher, is reasonably reduced?

The Minister of Defence (Dr. Katju): I do not think the facts are quite correct. But I should like to have notice about the question of banning the import.

Part 'C' States

***2290. Shri Radha Raman** : Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that Delhi's Chief Minister has recently submitted a memorandum to Government on behalf of Chief Minister of all the Part 'C' States;

(b) if so, whether it demands enhanced powers or changes in present procedures and rules applicable to Part 'C' States; and

(c) what are the other points made in the Memorandum and what action has been taken thereon?

The Deputy Minister of Home Affairs (Shri Datar) : (a) to (c) A letter, has been received from the Chief Minister, Delhi, on behalf of the Chief Ministers of Part 'C' States. This letter contains proposals for the delegation of enhanced financial and other power on the Part 'C' State Governments. It is now being examined by the Government of India.

Shri Radha Raman : May I know the number of memoranda or letters so far received by the former States Ministry or the present Home Ministry from the Chief Ministres of Part 'C' States, and the points which they referred to and which have previously been acceded to, but other than those that have been mentioned by the hon. Minister just now?

Shri Datar : Yes. On a previous occasion, *i.e.*, last year, certain amendments were made in the Government of Part

'C' States Act itself, in answer to the requests made by the various State Governments. The last memorandum that we have received later on contains a number of other points as well.

Shri Radha Raman : May I know whether in view of the genuine difficulties pointed out by the Chief Ministers, in their previous memoranda as well as in the letter which is just now before the Home Ministry, Government have made certain concessions to them on the basis of these memoranda, and if so, what their nature is ?

Shri Datar : At present, Government are considering very carefully the suggestions contained in this letter.

Canteen Stores Department

*2291. **Shri Ram Dass** : Will the Minister of **Defence** be pleased to refer to the answer given to a supplementary question to Starred Questions No. 1953 on the 5th April, 1955 and lay on the Table of the House a statement showing classwise the number of those employees of the Canteen Stores Department whose salaries have been increased or decreased on account of the introduction of new scale of pay ?

The Deputy Minister of Defence (Sardar Majithia) : A statement is laid on the Table of the Lok Sabha. [*See* Appendix XI, annexure No. 40.]

श्री राम दास : इस स्टेटमेंट से मालूम होता है कि दो किस्म के आफिसर्स हैं जिनकी तनख्वाह के अन्दर कमी वाक्या हुई है। क्या मैं जान सकता हूं कि यह जो कमी पी० ए० टू चैयरमैन और कैशियर के केस में की गई है, इसका क्या कारण है?

Sardar Majithia : The statement says that in the case of the cashiers, who are two in number, and in the case of the P. A. to the chairman, who is one in number, the pay-scales have been reduced; this had to be done, taking into consideration the pay scale of their counterparts in other departments.

श्री राम दास : क्या मैं जान सकता हूं कि पिछले साल में कितने मैनेजर एप्वाइंट किए गए थे, उनमें से कितने बाहर से लिए गए और कितने को डिपार्टमेंट में से ही तरक्की दी गई ?

Sardar Majithia : I require notice for that question.

Shri Gidwani : What is the average profit per year from the running of these departments ?

Sardar Majithia : It is difficult for me to give that figure offhand, but I think that information was given in reply to one of the questions earlier.

श्री भक्त दर्शन : क्या मैं जान सकता हूं कि यह जो वेतनों का क्रम बढ़ाया गया है इससे कुल कितना खर्च बढ़ जाएगा और उसके लिए क्या इंतिजाम किया जाएगा, कहां से वह रुपया आएगा ?

सरदार मजीठिया : जी हां, हर साल २,४०,००० रुपया खर्च बढ़ेगा।

Tobacco

*2295. **Shri T. B. Vittal Rao** : Will the Minister of **Finance** be pleased to state :

(a) the decision taken on the recommendation of the Indian Central Tobacco Committee to abolish the production of various certificates by the producers for transporting tobacco to godowns; and

(b) the steps taken to minimise the hardships caused to tobacco growers in this regard ?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) Government have not received any such recommendation from the Indian Central Tobacco Committee.

(b) Does not arise.

I should like to add that the suggestion made in this question is not quite correct factually. The producers are not required to carry so many certificates they have to carry only one certificate.

Pay of J.C. Os. and O.Rs.

*2296. **Shri H. N. Mukerjee** : Will the Minister of **Defence** be pleased to state :

(a) the scale of pay of J.C.Os. and other Ranks ; and

(b) whether it is a fact that a J.C.O. gets three increments and an O. R. one increment during the entire period of service ?

The Deputy Minister of Defence (Sardar Majithia) : (a) A statment is laid on the Table of the Lok Sabha. [*See* Appendix XI, annexure No. 41.]

(b) As indicated in the statement, J.C.Os. are either on fixed basic pay or on pay-scales with three or five increments; while Other Ranks get two increments for length of service and also get higher pay on advancement to higher class after acquiring technical skill and experience. On promotion as Naik and Havildar, they also become eligible for further increments by way of good service pay.

Shri H. N. Mukerjee : May I know whether the hon. Minister is aware of the dissatisfaction in the Army on account of the substantial difference in emoluments between the O.R.'s and the lower division clerks in civilian service, or between the J.C.Os. and the upper division clerks in civilian service, even though the cilvilian service people are not very well paid either, and if so,what steps he contemplates in this direction ?

Sardar Majithia : I am not aware of the dissatisfaction, because the O.R.'s get quite a lot of other benefits which the civilians do not get in their service.

Shri H. N. Mukerjee : May I know whether it is a fact that there have been instances where the Defence Ministry was ready for additional expenditure on welfare of Army personnel in order to supplement their meagre earnings, but the Finance Ministry came in the way ?

Sardar Majithia: Not to our knowledge.

Shri Nambiar : May I know whether the recent pension rules would apply satisfactorily to the O.R.'s or they will be against their previous pension rates ?

Sardar Majithia : No. The new pension rules are generally beneficial to these employees. But they were given the option ; in case they thought that the old rules were beneficial , they could opt for the old rules. And they were treated accordingly.

Shri Nambiar : May I know whether there has been any request for reconsideration of the pension rules of O.R.'s ?

Sardar Majithia : No.

कुरुक्षेत्र में खुदाई

*२२९७. **श्री राम शंकर लाल** : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पंजाब सरकार ने पुरातत्व विभाग से कुरुक्षेत्र और थानेश्वर में खुदाई करने की प्रार्थना की है, जिससे कि प्राचीन हर्ष राज्य की राजधानी का पता लगे : और

(ख) यदि हां, तो इस संबंध में क्या कार्यवाही की गई है ?

शिक्षा मंत्री के सभा-सचिव (डा० एम० एम० दास): (क) हां, जी ।

(ख) अभी खुदाई कराने का कोई विचार नहीं है ।

श्री एस० एन० दास : क्या मैं जान सकता हूं कि कौन-कौन से ऐसे पदार्थ वहां मिले हैं जिनसे यह पता चलता है कि वहां पर खुदाई करने से कुछ विशेष ज्ञान प्राप्त होने वाला है ?

Dr. M. M. Das : There are several mounds in the Kurukshetra and Thanesar areas, which have been excavated more than once. The archaeological specimens that have been found show that this place was occupied not earlier (by the Kushans) than the 2nd century B.C.

श्री एस० एन० दास : क्या मैं जान सकता हूं कि जब इस तरह के महत्वपूर्ण स्थान का पता लगा है तो क्या कारण है कि जल्दी से जल्दी कार्यवाही करने की बात नहीं सोची जा रही है ?

Dr. M. M. Das : The excavations will be taken up in due time. There are more important sites to be excavated in Punjab itself, which relate to as far back as 2000 and 3000 B.C. And since on several occasions excavations have been done in these areas, for the time being, there is no programme with the Archaeological Department to carry out excavation work in these areas.

खजूराहो में संग्रहालय

*२२९८. **श्री मोतीलाल मालवीय** : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खजुराहो में संग्रहालय के लिये भवन बनाने का प्रश्न सरकार के विचाराधीन है :

(ख) यदि हां, तो उस पर अनुमानित व्यय क्या होगा : और

(ग) भवन किस तारीख तक बन कर तैयार हो जायेगा ?

शिक्षा मंत्री के सभा-सचिव (डा० एम० एम० दास): (क) हां जी ।

(ख) ४७,८०१ रु० ।

(ग) अगले माली वर्ष की समाप्ति तक ।

श्री आर० एस० तिवारी : क्या माननीय मंत्री यह बतलाने की कृपा करेंगे कि ग्रीष्म व वर्षा काल के कारण खजुराहो की मूर्तियों में जो धुंधलापन और कालापन आ गया है तो क्या उनकी रक्षा के लिए कोई उपाय किए जा रहे हैं ?

Dr. M. M. Das : There is the Jardine Museum which contains several thousands of specimens which were strewn around the ruined temples. Since there was no roof over this Museum, the idols there were subjected to rain and sun. Now, they are being treated chemically, and satisfactory results have been obtained. Now, there is a programme for providing a roof over half of the Museum.

Shri H. N. Mukerjee : May I know what steps have been taken to make access to Khajuraho and stay near the temple-site less difficult than it is at present?

Dr. M. M. Das: I think that question should be addressed to the hon. Minister of Transport.

Seizure of Gold

*2299. **Shri Janardhan Reddy :** Will the Minister of **Finance** be pleased to state :

(a) whether it is a fact that Bombay Customs seized large quantities of gold from a Danish sailor and two Muslim pilgrims on the 7th September, 1955; and

(b) if so, the quantity and value of the gold so seized?

The Minister of Revenue and Defence Edpenditure (Shri A. C. Guha) : (a) and (b) Gold weighing 1253 tolas 44 grains and valued at Rs. 1,19,062 was seized by the Bombay Customs Department on the 6th September 1955 from a Danish sailor and two Muslim pilgrims.

श्री जनार्दन रेड्डी : क्या मैं जान सकता हूं कि सन् १९५४ से अगस्त १९५५ तक इस तरह के कितने वाकयात हुए और कितना सोना पकड़ा गया, और उसके बारे में क्या कार्रवाई की गयी ?

श्री ए० सी० गुह : वित्त वर्ष (financial year) १९५४-५५ का हिसाब मेरे पास है। इस साल में ६७,७२१ तोला सोना पकड़ा गया जिसकी कीमत ६१ लाख है.

श्री जनार्दन रेड्डी : क्या मैं जान सकता हूं कि इन हालात में गवर्नमेंट इस तरह के वाकयात को रोकने के लिए क्या कदम उठा रही है ?

श्री ए० सी० गुह० : यह बात बहुत दफा बतलायी जा चुकी है। हम बहुत काम कर रहे हैं। यह चौर्यनियन के काम में थोड़ी कमी भी हुई है।

Shri S. N. Das : May I know the circumstances in which this gold was being taken out by these people?

Shri A. C. Guha: The Danish smuggler came in a steamer. I think the steamer was coming from Hong Kong. From him, 6 packets containing 63 bars of bullion weighing 1010 tolas and 60 grains were seized. The marking on the gold indicates that it was smuggled from Hong Kong. The two Muslim pilgrims reached Bombay on the same day but by another steamer. Some gold was found in a thermos flask and a bigger quantity was concealed in the rearside of a wooden box of the pilgrims which formed part of their baggage.

Shri M. L. Dwivedi : I want to know whether the facts revealed by the hon. Minister include an incident in which the film star, Naseem, was smuggling gold and some jewellery.

Shri A. C. Guha : No, Sir, that was another incident. The name of this pilgrim steamer was *Islami* which started from Jedda and reached Bombay on the 6th September.

Shri M. L. Dwivedi : My question was different. He has not followed my question.

Mr. Speaker : Order, order. It si not of importance.

Awards and Decorations

*2300. **Shri Kamath :** Will the Minister of **Home Affairs** be pleased to state the various categories or descriptions of awards and decorations that are conferred by the President on Indian Citizens?

The Deputy Minister of Home Affairs (Shri Datar) : The various categories of civilian decorations that are conferred by the President on Indian Citizens are 'Bharat Ratna', 'Padma Vibhushan', 'Padma Bhushan', Padma Shri', and 'Ashoka Chakra' Classes I, II, and III.

Shri Kamath : In conferring these awards and decorations, including the highest, Bharat Ratna', of which the Prime Minister was himself, happily, a recipient the other day, does the President act on the advice of the Council of Ministers or does he act in his own discretion and judgement?

Shri Datar : Except in the case of the 'Bharat Ratna' which was conferred on the Prime Minister, the President Acts on our advice.

Shri Kamath : Considering that for nearly three years after the promulgation of the Constitution no such awards and decorations were conferred by the President, may I know what circumstances or considerations influenced Government to change their decision and resume the old British imperialist tradition, which is against the spirit—if not the letter as well of article 18 of the Constitution? What exactly is the dividing line between those titles referred to in article 18 and these awards and decorations ?

Shri Datar : Government consider that good services, either in the field of arts, science or literature, as well as humanitarian services or meritorious public service, should be recognised, and therefore, they have instituted these decorations.

Shri Kamath: Is it a fact that last year two or three 'might-have been' recipients of these awards returned these award to the President ? If so, what grounds did they communicate to the President for refusing such awards or returning such awards?

Shri Datar : I should like to have notice. I am not aware of any decorations having been returned.

Shri Kamath : He wants notice.

Shri S. N. Das: May In know whether, before a decision was taken with regard to the nomenclature of these awards and decorations, any Sub-Committee was set up to suggest names? If so, who were the members of the Committee ?

Shri Datar : Government considered the matter fully for nearly two years and then they came to this conclusion.

Shri H. N. Mukerjee: In the first year of the award, we were told that the award was being given in three classes; Pahila Varg, Dusra Varg, Tisra Varg and so on and so forth. Now, we have three different nomenclatures ; Padma Vidbhushan, Padma Bhushan and Padma Shri. Do we take it that the classification remains ? And do we take it, therefore, that recipients who objected to the principle of classification are still being subjected to the imposition of this principle of classification ?

Shri Datar : There is no question of classification. Services of different kinds are to be recognised by the award of any one or the other. So far as the classes are concerned, they are attached only to Ashoka Chakra.

Degrees Conferred by National Institutions

*2303. **Shri B. K. Das :** Will the Minister of **Home Affairs** be pleased to state :

(a) whether for the purpose of eligibility to Government services at the Centre and in the States, the degrees conferred by National Institutions such as the Bihar Vidyapith, Kashi Vidyapith, Gujrat Vidyapith during the British regime when they had no Government recognition have been or will be recognised; and

(b) if so, what have been or will be their positions *vis-a-vis* the equivalent degrees conferred by the Government recognised universities?

The Deputy Minister of Home Affairs (Shri Datar) : (a) and (b) The degrees and diplomas referred to have been recognised as equivalent to Matriculation, Intermediate and B.A. of recognised Universities from the dates mentioned in the Office Memoranda dated the 18th September, 1951 and 15th March, 1952. Copies of these Memoranda are placed on the Table of the House [*See* Appendix XI, annexure No. 42.] The question of recognising the diplomas and degrees granted on the dates earlier than those mentioned in the Memoranda is still under Government's consideration.

The Memoranda refer to the decisions taken by the Government of India. It is for the State Governments to issue appropriate orders regarding services under their control.

Shri B. K. Das: May I know whether any appointment has been under the Central Government on the basis of this decision ?

Shri Datar : That means whether these degrees had actually been recognised in making appointments ?

Shri B. K. Das : Yes.

Shri Datar : I have not got any information on that point. Inasmuch as they have been recognised, there is no bar as such.

Shri S.N. Das : What are the reasons why the Government are taking so much time to come to a decision with regard to the degrees granted before the date which has been accepted by Government?

Shr Datar : Government have to find out in what way these Universities were functioning before certain dates, namely 1948 or 1946. After all the information has been received and the reactions of the State Governments are known, Government would extend it to even earlier degrees of earlier dates.

Shri H. N. Mukerjee : Is there any intention on the part of Government to develop these institutions with a kind of patriotic tradition into Universities of a special type? I ask this because the Educaion Minister also happens to be here at the moment.

Shri Datar : It is for the Education Ministry to answer that.

अध्यक्ष महोदय : जो इंस्टीट्यूशन्स नेशनल और पेट्रियाटिक एजूकेशन देते हैं क्या उनको रिकागनीशन देनें का ख्याल है ?

شکشا تتھا پراکرتک سنسادھن اور ویگیانک گویشنا ملتری (مولانا ازاد) - اِس سوال کا کیا جواب دیا جائے -

[**The Minister of Education and Natural Resources and Scientific Research (Maulana Azad)** : What answer can be made to this question?

Social Welfare Courses for I.A.S.

*2305. **Dr. Ram Subhag Singh :** Will the Minister of **Home Affairs** be pleased to state:

(a) whether Government propose to introduce training in social welfare in the curricula of I.A.S. I.F.S., and I.P.S. trainees; and

(b) if so, when this will be introduced ?

The Deputy Minister of Home Affairs (Shri Datar) : (a) and (b). Government are considering in consultation with the Advisory Board of Social Welfare the desirabilityof introducing a short course in social welfare in the training of Indian Administrative Service and Indian Foreign Service Probationers. The Advisory Board's recommendations in this regard areaw aited.

Dr. Ram Subhag Singh : Is there any proposal before the Government to introduce some sort of test to see that the I.A.S. and I.P.S. candidates— especially the I.P.S. candidates are also tested in subjects which may enable the U.P.S.C. to find out whether they can discharge their duties well even if they are alone and may not feel nervous at the sight of any and everything?

Shri Datar : The hon. Member is possibly making a confusion. This is after the probationers have been accepted and while they undergo training in the I.A.S. Training School here. Government have every intention of introducing a short course in social welfare.

Shri S.N. Das : May I know whether it is a fact that there was an *ad hoc* committee which suggested that this course should be included in the course of the I.A.S. trainees and, if so, why Government has taken so much time and why it has been referred to another committee for its opinion?

Shri Datar : It has not been referred to another committee at all. The Advisory Board on Social Welfare prepared an extensive syllabus extending over two years. It was not possible forGovernment to spare so much time so far as this training was concerned. Therefore, Government requested them to prepare a shorter course extending over100 hours during the training. We have not yet received that course.

Shri L.N. Mishra : I want to know whether the curriculum of studies for the I.P.S. and I.A.S. is the same as was there for the I.P.S. and I.C.S. if not , what new subjects have been introduced.

Shri Datar : The courses of study are before the House. They are modelled more or less, on the basis of the former training for I.C.S. and I.P.S. officers; but there are some material departures.

Diamond Mines at Panna

*2306. **Shri Telkikar :** Will the Minister **of Natural Resources and Scientific Research** be pleased to state whether it is a fact that the Diamond mines at Panna have potentialities to increase the annual production by ten crores?

The Deputy Minister of Education (Dr. K. L. Shrimali): Some prelimnary investigations have been made, but actual reserves have yet to be investigated. It is too early to say what the actual potentialities are.

Shri Telkikar : May I know whethe the higher import duty has made the smugglers thrive and thus hampered the progress of the mining industry?

Dr. K. L. Shrimali : I could not follow the question.

Shri Telkikar : May I know whether it is a fact that the higher import duty has made the smugglers thrive and thus hampered the progress of the mining industry ?

Dr. K. L. Shrimali : There has been some smuggling and it has been responsibe for hampering the proper development of this industry.

Shri Telkikar : May I know whether there are cases of diamond smuggling by foreigners who are immune from search by customs officials ?

Dr. K. L. Shrimali : I shall require notice for this question.

Shri Telkikar : May I know whether the Minister will state the various other methods by which diamonds are smuggled from this country ?

Dr. K. L. Shrimali : I am afraid I cannot answer there are various methods of smuggling.

Radio Research Committee

Mr. Speaker : Now, we shall *take up that Question of Shri Krishnacharya Joshi—Question No. 2266.

Shri Krishnacharya Joshi : From the statement, it appears that the representative of the National Physical Laboratory has already drawn up a detailed programme. May I know whether the work on this has started and, if so, what is the progress of the work ?

Dr. K. L. Shrimali : The actual work has not started.

Shri Krishnacharya Joshi : May I know what are the various problems and radio materials under study at present in the National Physical Laboratory?

Dr. K. L. Shrimali : The main problem before this committee was how to develop the following selected materials, that is, electrically made graph paper, press bent transformer, tissuemade permanent magnet, mica products, special glass for vacuum tubes, sleeper, aluminium foil, melting powder, HFC ceramics for bases, dust cores electrical contact materials and various others.

Union Public Service Commission

***2307. Shri Viswanatha Reddy** : Will the Minister of **Home Affairs** be pleased to refer to Starred Question No. 1682 answered on the 12th September, 1955, regarding appointment of persons to Class I and Class II Services without reference to the Union Public Service Commission and state whether there is a Selection Committee to select persons on a temporary basis ?

The Deputy Minister of Home Affairs (Shri Datar) : Temporary appointments not expected to last for more than one year which have to be urgently made can be made without the approval of the Union Public Service Commission. No particular method has been prescribed for the selection of persons for such appointments and the appointing authority is free to use whatever method is most suitable in the circumstances of each case.

Shri Viswanatha Reddy : May I know whether it is a fact that there are an increasing number of cases inwhich officers are appointed in temporary posts and then confirmed by a process of what is called regularisation ?

Shri Datar : That cannot be done For example, if there is an irregularity, the matter is brought to our notice and the U.P.S.C. have also to be informed. We have made certain changes in the rules according to which when Ministries or departments make such temporary appointments they have to be brought to the notice of the U.P.S.C. That is a check for what the hon. Member apprehends.

Shri Viswanatha Reddy : May I know whether it is proposed to enlarge the strength of the U.P.S.C. in order to cope with the increased amount of work that they are called upon to do?

Shri Datar : That is not considered necessary.

Shri Raghavachari : Is it a fact that when later on these posts are made permanent and applications are called for, the very fact that they have been temporarily appointed goes in their favour for the choice?

Shri Datar : In other words, do I understand the hon. Member to mean that when there is an accomplished fact it becomes difficult to upset it?

Shri Raghavachari : My point is this. Without reference to other applicants you appoint a person temporarily. Latter on when some permanent incumbent is to be chosen for the post, the very fact that he is already working is an important circumstance in his favour and he is chosen fina

Shri Datar: It need not be so; it might en work the other way.

---

* Continued from Column No. 5278.

I.P.S. Officers

***2308. Sardar Iqbal Singh :** Will the Minister of **Home Affairs** be pleased to state:

(a) whether the provisions of rule 5(2) of the Indian Police Service (Recruitment) Rules regarding disqualification of person who have more than one wife living, for appointment to the Service are strictly followed;

(b) the number of I.P.S. officers who have been given exemption from the operation of this rule so far; and

(c) the reasons for these exemptions?

The Deputy Minister of Home Affairs (Shri Datar) : (a) Yes.

(b) Nil.

(c) Does not arise.

Sardar Iqbal Singh : May I know whether it is a fact that according to these rules officers who have more than one wife will not be eligible for promotion and may I know the number of cases where there have been promotions to the higher rank after the application of these rules?

Shri Datar : If any government servant or officer who has already more than one wife before these rules were framed, that fact cannot be considered as a a disqualification.

Flood Relief for Assam

***2311. Shri Amjad Ali :** Will the Minister of **Home Affairs** be pleased to state the amount given to Assam for providing relief to flood-victims of 1954 in the shape of (i) loans. (ii) gratuitous relief. (iii) medicines (iv) and other necessaries?

The Deputy Minister of Home Affairs (Shri Datar) : A statement giving the required information is placed on the Table of the House [*See* Appendix XI, annexure No. 43.]

Shri Amjad Ali : In view of the fact that thousands of houses were pulled down by the floods, may I know why there was no sum earmarked for housing ?

Shri Datar : This is help that has been given at the request of the State Government and we have tried to accommodate the wishes of the State Government to the fullest extent possible.

Shri Amjad Ali : Is it a fact that no loan was sanctioned for flood relief and whether it was not thought necessary or whether the State Government did not ask for it?

Shr Datar : Whatever the State Government asked was fully taken into account before the grant of this aid.

Scheduled Castes and Scheduled Tribes

***2312. Shri B.S. Murthy :** Will the Minister of **Home Affairs** be pleased to state

(a) the amount allotted during 1954-55 and 1955-56 to Andhra State towards the welfare work for Scheduled Castes and Scheduled Tribes respectively with a break-up for different items; and

(b) the amount spent so far?

The Deputy Minister of Home Affairs (Shri Datar): (a) A statement is laid on the Table of the House [*See* Appendix XI, annexure No. 44]

(b) The State Government have spent sums of Rs. 1.89 and 8·89 lakhs out of the Central grants sanctioned during 1954-55 for the welfare of Scheduled Castes (Removal of Untouchability) and the welfare of Scheduled Tribes respectively.

Shri B.S. Murthy : May I know the reasons for non-utilisation of grants fully by the States?

Shri Datar : In some cases the schemes had not come here in time. The schemes have to come with full details and if they did not come here in time or if some further information has to be asked for and obtained , some delay occurs and, in some cases, this is responsible for not spending the grants.

Shri B.S. Murthy : Is it a fact that grants are made after scrutinising the schemes forwarded by the State Governments and after having got the grant, why has the money not been spent?

Shri Datar : That is for the State Governments to say; sometimes they might have certain difficulties of which I am not aware at this moment.

Short Notice Question and Answer

Mr.Speaker : Short Notice Question No. 12.

Shri M. L. Dwivedi : Before putting the question, may I ask your permission to correct it ? In part (a) it is said that that book has been published in America whereas the correct information is that it was printed in Great Britain by Messrs Butler and Tanner Ltd., London, and Published by Chatto and Windus, London.

Mr. Speaker : It may be corrected.

"Rama Retold"

S. N. Q. No. 12. Shri M. L. Dwivedi: Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that an insinuating publication entitled "Rama Retold" by Shri Aubrey Menon has been printed in Great Britain by Messrs. Butler and Tanner Ltd., London and published by chatto and Windus, London and is selling in India;

(b) whether Government have examined it;

(c) whether the contents of book injure the feelings of a large section of the people of this country;

(d) whether any steps have been taken by Government to stop further sale of this book in India or to proscribe this publication; and

(e) whether the attention of the Government of U.S.A. has been drawn towards this publication?

The Deputy Minister of Home Affairs (Shri Datar): (a) to (d). The import into India of this book has been prohibited by a notification of the Finance Ministry dated the 19th July 1955 and its sale and circulation in India has also been prohibited by a notification dated the 27th July 1955 issued by the Delhi State Government.

(e) No.

Shri M. L. Dwivedi: In view of the fact that the contents of the book has been found to be very inciting, and so much so the Government has proscribed it, has the attention of the Government been drawn to the fact that an Indian publication, *Caravan*, in its issue of May 1955, reviewed this book euologising it? May I know whether any action has been taken against the reviewer and, if not, why not?

Shri Datar: What the hon. Member has stated has come to our notice but it may be difficult to take action against a reviewer while we can take action against the sale of that book.

Shri M. L. Dwivedi: May I know if any correspondence has been entered into with the Government of the country in which it was printed and published and if any attempt has been made so that further sale of this book may be proscribed there also?

Shri Datar: In such cases, it is not the practice to take up this question with the Government of the country where the books are published. It is more than sufficient and effective if action is taken against the import or the publication of this book in India itself.

Shrimati Ammu Swaminahan: Is the Government aware that this particular book has been recognised by the Book Society and can the Government take any action on that?

Shri Datar: Unfortunately it is so. But so far as the Government of India are concerned, how can they take any action against the Book Society of the United States?

Shri Joachim Alva: Is Government aware that Shri Aubrey Menon who has maligned India . . . .

Shri Datar: It is not Menon, Sir; it is Menen.

Shri Joachim Alva: I am sorry, this gentleman while in India sported his name as Menon and I have known him at gatherings. Excuse me.

Is the Government aware that Shri Aubrey Menon who has maligned India enjoyed considerable hospitality at the hands of the All India Radio once and do the Home Ministry propose to recommend to the Education Ministry, in order to counteract such propaganda, that they should undertake the publication of great and noble classics like Ramayana and Mahabharatha in English as had been done by the former Governor-General, Shri Rajagopalachari?

Shri Datar: I would recommend this very laudable suggestion to my colleague, the hon. Deputy Minister of Education here.

WRITTEN ANSWERS TO QUESTIONS

Hindi

***2265. Shri D. C. Sharma:** Will the Minister of **Education** be pleased to state the steps taken so far to introduce Hindi in the Various Branches of his Ministry?

The Parliamentay Secretary to the Minister of Education (Dr. M. M. Das): A statement is placed on the Table of the Lok Sabha. [*See* Appendix XI, annexure No. 45.]

Kolar Gold Mines

***2269. Shri Keshavaiengar:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether it is a fact that the Mysore Government have consulted the Government of India with regard to enhancement of rate of royalty in respect of Kolar Gold Mines; and

(b) if so, with what result?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) Tha matter is under consideration.

Military Personnel in Jammu and Kashmir

***2271. Shri Keshavaiengar:** Will the Minister of **Defence** be pleased to state:

(a) whether any additional allowances are paid to the military personnel serving in Jammu and Kashmir; and

(b) if not, the reasons therefor?

The Deputy Minister of Defence (Sardar Majithia): (a) Junior Commissioned Officers, other Ranks and Non-Combatants (Enrolled) serving in Jammu and Kashmir are granted Special Compensatory allowance as under:—

Junior Commissioned Officers	Rs. 15	p.m.
Non-Commissioned Officers	Rs. 10	p.m.
Sepoys.	Rs. 8	p.m.
Non-Combatants (Enrolled)	Rs. 6	p.m.

Various concessions have been sanctioned to all military personnel serving in Jammu and Kashmir.

(b) The concessions were sanctioned in January 1948 on the ground that some of the concessions applicable to troops on active service should be granted to troops on duty in Kashmir.

Settlement of Tribals

***2274. Shri Biren Dutt:** Will the Minister of **Home Affairs** be pleased to state:

(a) how many petitions of the tribal people of Tripura for settlement of land are pending with Government;

(b) how many have been given land upto July, 1955; and

(c) what are the difficulties in the way of their disposal?

The Deputy Minister of Home Affairs (Shri Datar): (a) 647.

(b) 22 families.

(c) Applications for settlement of land have to be locally enquired into and land surveyed. This requires some time for completion. Most of the areas in the interior are not easily accessible, especially during monsoon.

Rifle Shooting

***2277. Shri Bogawat:** Will the Minister of **Defence** be pleased to state:

(a) whether the National Rifle Association of India have submitted a scheme for popularising rifle shooting in the country;

(b) if so, the nature of the scheme;

(c) whether the Association has urged for the constitution of a Board for promotion of rifle practice in India; and

(d) if so, on what lines?

The Deputy Minister of Defence (Sardar Majithia): (a) and (b). A draft plan was received some time ago but this is not the final plan. The Governing Body of the National Rifle Association has referred it to a Sub-Committee and it is still under consideration with the Sub-Committee. The question of determining the help which the Planning Commsision should give will be known only when the final scheme is drawn up.

(c) and (d). The draft scheme has recommended setting up of a National Board under the Ministry of Defence but has not given details of its constitution etc.

Sangeet Natak Akademi

***2279. Shri V. P. Nayar:** Will the Minister of **Education** be pleased to state:

(a) whether the Sangeet Natak Akadami has a well-equipped library to enable intending students of Research in Classical dancing and music to carry on their work;

(b) if so, the size of the library; and

(c) the steps so far taken to get classical works on subjects in dancing and music in the various Indian Languages translated into English or Hindi?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das):

(a) No, Sir.

(b) Does not arise.

(c) Nil.

खजुराहो के मन्दिर

***२२८४. श्री बी० डी० शास्त्री :** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) विन्ध्य प्रदेश के खजुराहो में कितने मन्दिर हैं और कला की दृष्टि से उनका क्या महत्व है;

(ख) क्या मन्दिर की कुछ कलात्मक प्रस्तर मूर्तियों को मंदिर से हटाने का विचार है;

(ग) क्या इस सम्बन्ध में अन्वेषण किया गया है कि वे मन्दिर किस काल के हैं और उनका निर्माण किसने कराया था; और

(घ) क्या पत्थर की खंडित मूर्तियों की मरम्मत कराने का सरकार विचार रखती है ?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) There are 24 temples. They represent a brilliant phase in Indo-Aryan Style of temple architecture.

(b) No, Sir.

(c) The date of their construction ranges from *B. C.* 950 to 1050 A. D. and they were built by the Chandela Rulers of Bundelkhand.

(d) No, Sir.

Reservation of Posts for Hill Tribes

***2285. Shri Rishang Keishing:** Will the Minister of **Home Affairs** be pleased to refer to the reply given to Starred Question No. 1412 on the 28th September 1954 and state the latest position in regard to the question of reservation of posts for the hill tribes of Manipur in the State Government Services?

The Deputy Minister of Home Affairs (Shri Datar): The reservation in the Manipur State services is as follows:

Class I and Class II posts	5 per cent (for Scheduled Tribes)
Class III and Class IV posts	20 per cent (Combined for Scheduled Tribes and Scheduled Castes).

Registered Ayurvedic Practitioners

***2288. Dr. Satyawadi :** Will the Minister of **Home Affairs** be pleased to state :

(a) whether it is a fact that in case of certain categories of Government employees, the Medical Certificates issued by the Registered Ayurvedic Practitioners are not recognised by Government ;

(b) if so, the reasons therefor ;

(c) whether any representation has been made by the *Vaids* in this regard ; and

(d) if so, the decision taken in the matter ?

The Deputy Minister of Home Affairs (Shri Datar) : (a) and (b). Medical certificates granted by Ayurvedic, Unani or Homeopathic medical practitioners are accepted in support of applications for leave on medical grounds made by non-gazetted Government servants under Supplementary Rule 229(a); they are also accepted as certificates of fitness to return to duty from medical leave under Supplementary Rule 212. This is, however, subject to the condition that the certificates are accepted for similar purposes by the Government of the State in which the employee falls ill or to which he proceeds for treatment. A copy of the instructions issued in this connection is placed on the Table. [*See* Appendix XI. annexure No. 46.] These instructions apply equally to all categories of employees to whom the rules mentioned apply.

(c) No.

(d) Does not arise.

Military Officials

***2292. Shri Natesan :** Will the Minister of **Defence** be pleased to state :

(a) whether it is a fact that two top-ranking Military officials walked out of the Independece Day celebrations on the 15th August, last in Bangalore ; and

(b) if so, the reasons therefore ?

The Deputy Minister of Defence (Sardar Majithia) : (a) No, Sir.

(b) Does not arise.

Manning of Squadrons

***2293. Shri V. Muniswamy : Will** the Minister of **Defence** be pleased to state :

(a) whether it is a fact that since the 15th August, 1947 the manning of 15 squadrons could not be completed ;

(b) if so, the reasons therefor ; and

(c) whether there is a proposal of withdrawing extension of service to airmen ?

The Deputy Minister of Defence (Sardar Majithia) : (a) and (b) It is not in the public interest to disclose the state of development of the Air Force or future plan. I may however add that no difficulty has been experienced in finding the requisite personnel.

(c) No.

Historic Finds in Farrukhabad District

***2294. Shri Bishwa Nath Roy : Will** the Minister of **Education** be pleased to state whether it is a fact that some materials of historic importance, were discovered recently in Farrukhaba district (U.P.) ?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): This Ministry have no information in the matter.

Social Sciences Research Centre

***2301. Shri K. K. Das:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that a new research centre for social sciences is proposed to be established in Calcutta jointly sponsored by UNESCO and the the Government of India;

(b) if so, the details of the scheme;

(c) the contribution made, if any by the Government of West Bengal; and

(d) the total expenditure and the proportion of it to be borne by (i) UNESCO (ii) the Government of India and (iii) the Government of West Bengal?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) to (c). A Statement is laid on the Table of the House. [*See* Appendix XI, annexure No. 47.]

Kunzru Committee's Report

***2302. { Shri Dhulekar.**
Shri Radhelal Vyas:

Will the Minister of **Defence** be pleased to refer to the reply given to Starred Question No. 1274 on the 31st August, 1955 and supplementaries raised thereon and state whether the Kunzru Committee's report will be circulated among the Members of Parliament or placed on the Table of the House?

The Deputy Minister of Defence (Sardar Majithia): It will not be in the public interest to do so.

Settlement of Displaced Persons in Andaman Islands

***2304. Shrimati Ila Palchoudhury:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether the Government of India have received any representation from an association in the Andaman Islands known as 'Andamanian Association' in regard to the settlement of displaced persons from East Pakistan in the Andaman Islands; and

(b) if so, nature of the representation?

The Deputy Minister of Home Affairs (Shri Datar): (a) and (b) Some general representations have been received from the Association recently containing among other things the request that in settling displaced persons from the mainland, regard should be paid to the requirements of the local people and land should be reserved for them in South Andamans.

Works Committee

***2309. Shri A. K. Gopalan:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether Works Committee has been constituted under the Survey of India as required by the Industrial Disputes Act, 1947; and

(b) if so, whether the Survey of India Karamchari Class IV Union was consulted?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) No, Sir.

Inter-University Youth Festival

***2310. Shri M. Islamuddin:** Will the Minister of **Education** be pleased to state:

(a) whether Government propose holding an inter-University Youth Festival this year also in Delhi;

(b) if so, when it will be held; and

(c) the estimated expenditure to be incurred this year as compared to the last year?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) Yes.

(b) From 23rd to 30th October, 1955.

(c) An expenditure of about Rs. 1·35 lakhs was incurred last year. Sanction of Rs. 2·7 lakhs has been made for the coming Festival.

Dramatic Art in Schools

***2313. Shri M. D. Joshi:** Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that instructions have been sent to the State Government that dramatic performances should be staged by students in Secondary Schools as a part of school activities;

(b) if so, when these instructions were issued; and

(c) the amount of grants if any, sanctioned for this purpose to each State?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) Yes, Sir.

(b) In April, 1955.

(c) Nil.

Floods

*2314. **Shri Gadilingana Gowd:** Will the Minister of **Home Affairs** be pleased to state ;

(a) whether it is a fact that owing to heavy rains in Andhra and Hyderabad States the river Godavary is in floods and has rendered many people homeless and damaged crops ;

(b) whether it is also a fact that one village Bapuram in Allur Taluk of Kurnool District inAndhra State has been completely washed off on account of the breach in the Tungabhadra Project Channel and thousands of people have been rendered homeless ;

(c) whether it is also a fact that 1,500 houses in Latpur in Hyderabad State have collapsed ; and

(d) what action Government have taken giving relief ?

The Deputy Minister of Home Affairs (Shri Datar): (a) to (d) A statement containing such information as has been received from the State Governments is laid on the Table of the House [*See* Appendix XI, annexure No. 48.]

Indian Students Overseas

*2315. **Shri D. C. Sharma:** Will the Minister of **Education** be pleased to state ;

(a) the number of Indian students in West Germany ;

(b) whether any conditions are imposed upon them by the West German authorities ; and

(c) what are the subjects of their study there ?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) 129 on 1-1-1955.

(b) None so far as we are aware.

(c) Humanities, Sciences, Engineering, Technology and Medicine.

Scheduled Castes and Scheduled Tribes

*2316. { **Shri Ibrahim.**
Shri Naval Prabhakar:

Will the Minister of **Home Affairs** be pleased to state the total expenditure incurred on Scheduled Tribes out of the grants-in-aid sanctioned by the Central Government during 1954-55 ?

The Deputy Minister of Home Affairs (Shri Datar): A statement showing the information in respect of the States for which it is available is placed on the Table of the House [*See* Appendix XI, Annexure No. 49]. Information in respect of other States will be laid on the Table of the House in due course.

Burma Debt

*2317. **Shri Gidwani:** Will the Minister of **Finance** be pleased to refer to the reply given to Starred Question No. 127 on the 17th November, 1954 and state the amount of debt outstanding aganist the Government of Burma at present ?

The Minister of Finance (Shri C. D. Deshmukh): The amount now is Rs. 4·56 crores.

समुद्रपार भारतीयों के लिये हिन्दी शिक्षा

*२३१८. **श्री के० सी० सोधिया :** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वेस्टइंडीज और ब्रिटिश गायना के समुद्र पार भारतीयों को हिन्दी की शिक्षा देने की सुविधायों के लिये १९५५–५६ के बजट में सरकार ने कोई राशि अलग रखी है;

(ख) यदि हां, तो कितनी राशि रखी है;

(ग) उसमें से अब तक कितनी राशि खर्च की गई है; और

(घ) वह किस प्रकार ख की गई है ?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) Yes, Sir.

(b) Rs. 75,000/- have been provided both for promotion of education and Hindi.

(c) Rs. 13,140/- have been sanctioned so far.

(d) A statement is laid on the Table of the House [*See* Appendix XI, annexure No. 50].

India's Flora and Fauna

*2319. **Shri V. P. Nayar:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether Government have any proposal to publish a comprehensive account of India's flora and fauna in the near future; and

(b) if so, what are the broad details of the proposal?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir, during the period of the second Five Year Plan.

(b) The broad details are: (1) Fauna of India is to be published as monographs on particular groups of animals.

(2) Flore of India will be revised according to the families of plants and published as and when the revision is complete. The floras of various States will also be revised for publication.

Indiscipline among Civilian Staff

*2320. **Shri Ramachandra Reddi:** Will the Minister of **Defence** be pleased to state:

(a) the number of cases of indiscipline and defiance shown to their immediate superiors by the Civilians paid from the Defence Services Estimates which were reported to Government or the Heads of Departments after Independence; and

(b) whether suitable action was taken by the authorities concerned?

The Deputy Minister of Defence (Sardar Majithia): (a) and (b). The information is being collected and will be laid on the Table of the House.

Rifle Associations

*2321. **Shri Bhagwat Jha Azad:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether it is a fact that Rifle Associations have asked for financial assistance from the States and Central Government; and

b) if so, what is the total amount given by the States and the Centre in the current year?

The Deputy Minister of Home Affairs (Shri Datar): (a) Yes.

(b) Rs. 10,300/-, Bhopal Rs. 6,000/-, Assam Rs. 3,500 and West Bengal Rs. 800/-. The Central Government and the remaining State Governments who have been approached in the matter are still considering th requests for such assistance.

Explosion in Connaught Place

*2322. **Shri Radha Raman:** Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that a charge was exploded in Connaught Place, New Delhi in August, 1955; and

(b) if so, the nature and cause of the explosion?

The Deputy Minister of Defence (Sardar Majithia): (a) Yes.

(b) An experiment was carried out by exploding a small charge in order to determine its utility as a time signal for observing two minutes silence on certain occasions.

Voting Facilities

*2323. **Shri Krishnacharya Joshi:** Will the Minister of **Law** be pleased to state:

(a) the total number of Indian voters who are abroad;

(b) the facilities given to them to vote at the time of the last general elections; and

(c) whether revision of the list of voters has been made for the coming general elections?

The Minister of Law and Minority Affairs (Shri Biswas): (a) Not known. It is not possible to find out readily how many Indian voters are abroad at a given time.

(b) Facility of postal ballot was given to the persons employed under the Government of India in posts outside India and to their wives.

(c) Electoral rolls are revised every year. The last revision before the next general elections will be made in the year preceding the one in which the elections are held.

National Income

*2324. **Shri S. N. Das:** Will the Minister of **Finance** be pleased to refer to the reply given to starred question No. 1108 on the 20th September, 1954 and state:

(a) the outcome of the steps taken to ascertain the position from the non-official institutions and universities with regard to the research work on National Income;

(b) whether any scheme and programme in this respect have been formulated by Government ; and

(c) if so, the salient features thereof ?

The Minister of Finance (Shri C. D. Deshmukh) (a) to (c). Replies have since been received from most of the 35 universities and institutions which were addressed in the matter by the Central Statistical Organisation. As many as ten of them have reported to be doing or have done some research work directly or indirectly related to national income. Three more have expressed their willingness to start similar work if Government grants are forthcoming. In view of the encouraging nature of the replies, it is now proposed to convene, as early as possible, a National Income Conference on the lines recommended by the National Income Committee with a view to finalising a programme of research. Necessary preliminaries are being worked out in this connection.

Buddhist Relics at Salihundam

***2325. Shri Sanganna :** Will the Minister of **Education** be pleased to state as to where the relics of the Buddhist Culture recently found at Salihundam in the Srikakulam District of Andhra State are being kept ?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) : At Nagarjunakonda.

U. S. Research Projects

***2326. Shri H. N. Mukerjee :** Will the Minister of **Home Affairs** be pleased to state :

(a) whether the attention of Government has been drawn to the published opinion of distinguished socialogists in Uttar Pradesh regarding the dangers of certain United States research projects in India ; and

(b) if so, what action they propose to take in the matter ?

The Deputy Minister of Home Affairs (Shri Datar) : (a) Yes, from the booklet furnished by the Hon'ble Member.

(b) the matter is under investigation.

कामेट और एबी गैमिन चोटियां

***२३२७. श्री भक्त दर्शन :** क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमालय की कामेट एबी गमिन चोटियों पर जो दल हाल ही में चढ़ा था, उसके व्यक्तियों के नाम क्या हैं;

(ख) क्या यह सरकार की ओर से किया गया था, या वैयक्तिक हैसियत में; और

(ग) यदि कोई वितीय सहायता दी गई हो, तो उसकी राशि क्या है ?

रक्षा उपमंत्री (सरदार मजीठिया):

(क) मेजर एन० डी० जायल श्री आंग थारके श्री डा नामग्याल श्री आंग तेम्बा श्री नवांग तापगे	हिमालय माउन्टेनियरिंग इन्स्टीट्यट के स्टाफ के लोग
कैप्टन जान डायस कप्टेन आर० के० मलहोत्रा	इन्टीट्यूट के विद्यार्थी
लेफि० आर० के० अग्रवाल श्री गुरू दयालसिंह	बंगाल सैपर्स तथा माइनर्स माउन्टेनियरिंग क्लब द्वारा नामजद लोग

(ख) यह एक्सपेडिशन हिमालय माउन्टेनियरिंग इन्स्टीट्यूट के एक एडवान्स कोर्स के रूप में किया गया था। इसका संगठन सरकार की ओर से नहीं किया गया था।

(ग) इसका खर्च इन्स्टीट्यूट ने, बंगाल इंजनियरिंग ग्रुप रुड़की ने तथा टीम के मेम्बरों ने मिल जुल कर उठाया था। सरकार ने इस एक्सपेडिशन के सिलसिले में कोई धन सम्बन्धी सहायता नहीं की थी।

Commonwealth Army Chiefs Conference

***2328. Shri Janardhan Reddy :** Will the Minister of **Defence** be pleased to refer to the reply given to Starred Question No. 1418 on the 3rd September, 1955 and state :

(a) whether the Report on the Commonwealth Army Chiefs Conference has been received ; and

(b) if so, whether a copy of it will be laid on the Table of the House ?

The Deputy Minister of Defence (Sardar Majithia): (a) and (b). No. Government do not expect to receive any formal report as these Conferences generally discuss matters only of professional interest.

Rescue Operations by Defence Forces

***2329. Shri K. K. Das:** Will the Minister of **Defence** be pleased to lay on the Table of the House a statement giving:

(i) the details of rescue work carried out by the Defence Forces during the recent floods in different parts of India;

(ii) the extra expenditure incurred, in carrying out these rescue operations; and

(iii) the number of people benefited thereby?

The Deputy Minister of Defence (Sardar Majithia): A statement is laid on the Table of the House. [*See* Appendix XI, annexure No. 51.]

Recruitment to I.A.S. and I.P.S.

***2330. Sardar Iqbal Singh:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether a Special Board for recruitment to the I.A.S. and the I.P.S. Cadres for PEPSU was formed recently;

(b) the composition of the Board;

(c) the number of persons who appeared before the Board; and

(d) the number of persons who were taken in these Services on the recommendation of this Board?

The Deputy Minister of Home Affairs (Shri Datar): (a) No Special Board for recruitment to the Indian Administrative Service and the Indian Police Service in Patiala and East Punjab States Union was formed recently. However, in accordance with regulation 3 of the Indian Administrative Service/Indian Police Service (Appointment by Promotion) Regulations, 1955, Committees for selection of State Civil/Police Service Officers for promotion to the Indian Administrative Service/Indian Police Service against the promotion quota vacancies in the State Cadre were convened in Patiala and East Punjab States Union recently.

(b) The composition of these Committees is given in the Schedules to the Indian Administrative Service/Indian Police Service (Appointment by Promotion) Regulations, 1955, which have been published in June 1955.

(c) The Indian Administrative Service/Indian Police Service Promotion Regulations do not prescribe interview by the Selection Committee before drawing up a select panel. Where the Committee so desires it can interview all or a few of the eligible officers. In the case of Patiala and East Punjab States Union, interview was not considered necessary. However the cases of all eligible officers were considered by these Committees on the basis of the service records of the officers.

(d) The recommendations are under consideration.

अन्दमान और निकोबार द्वीप समूहों के लिये मंत्रणा समिति

***२३३१. श्री विभूति मिश्र :** क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अन्दमान और निकोबार द्वीप समूह के चीफ कमिश्नर को सलाह देने के लिये पांच सदस्यों की एक मंत्रणा समिति है;

(ख) यदि हां, तो किन-किन विषयों पर मंत्रणा देने के लिय वह जिम्मेवार है;

(ग) क्या उसकी बैठकें प्रति मास होती हैं;

(घ) यदि हां, तो इस वर्ष चीफ कमिश्नर ने उसकी कितने प्रतिशत सिफारिशों को कार्यान्वित किया;

(ङ) इस मंत्रणा समिति का फिर से चुनाव कितने वर्षों के बाद होता है; और

(च) फिर से चुनाव होन का आधार क्या है और उम्मीदवारों के लिये क्या योग्यतायें निर्धारित की गई हैं?

गृह-कार्य उपमंत्री (श्री दातार) : (क) हां।

(ख) प्रशासन की आम नीति, अन्दमान द्वीप की उन्नति योजनाओं और वहां के रहने वालों की दशा में सुधार के लिये समिति चीफ कमिश्नर को सलाह देती है।

(ग) समिति की बैठक तीन महीने में कम से कम एक बार होती है।

(घ) इस साल में समिति में १४ सुझाव रखे गये। इनमें मे १० को या तो कार्यान्वित कर दिया गया है या किया जा रहा है और बाकी सुझावों की जांच की जा रही है।

(ङ) तथा (च) समिति के सदस्यों की नामज़दगी हर साल भारत सरकार द्वारा होती है और वह नामजदगी का निणय करते समय द्वीप समूहों में भिन्न-भिन्न वर्गों के प्रतिनिधित्व का ध्यान रखती है। इसके लिये कोई खास योग्यतायें नहीं रखी गई हैं।

Lord Buddha's Monument in New Delhi

***2332. Dr. Ram Subhag Singh:** Will the Minister of **Education** be pleased to state:

(a) whether there is any proposal to erect a monument of Lord Buddha in New Delhi;

(b) if so, whether the site of that monument has been selected;

(c) the estimated cost of constructing it; and

(d) how and when the design of that monument will be selected?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) There is a proposal to erect a monument in commemoration of the 2500th year of Buddhism.

(b) Yes, a site has been selected provisionally.

(c) The cost of the monument will be estimated after the design has been decided.

(d) The matter is under consideration.

Kolar Gold Fields

***2333. Shri T. B. Vittal Rao**: Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether it is a fact that a Research Team from the Centre has been deputed to Kolar Gold Fields:

(b) if so, the names of its personnel and terms of reference; and

(c) whether any time limit has been fixed for the submission of its report?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) to (c). A statement giving the required information is laid on the Table of the House. [*See* Appendix XI, annexure No. 52].

Scholarships for the Blind

***2334. Shri Radha Raman:** Will the Minister of **Education** be pleased to state:

(a) the number of post-school scholarships given or proposed to be given to the blind students during 1955-56; and

(b) by what time all these scholarships will actually be awarded?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) About 15.

(b) Six to eight weeks.

All-India Co-operative Insurance Societies' Conference

***2335. Thakur Jugal Kishore Sinha:** Will the Minister of **Finance** be pleased to state whether any decision has been taken on the Resolution adopted by the All India Co-operative Insurance Societies Conference held on the 26th and 27th August, 1955 at New Delhi with regard to relief from income-tax?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): No, Sir. The representatives of the All India Co-operative Insurance Societies were asked to furnish specific facts and figures to show how co-operative Insurance Societies are adversely affected and their further representation in this behalf is awaited.

Accounting and Treasury Reforms

***2336. Shri S. N. Das**: Will the Minister of **Finance** be pleased to state:

(a) whether the officers deputed on Special Duty by the Comptroller and Auditor General to examine the system of Exchequer Issues and Control and other allied reforms in the existing accounting and treasury procedure have submitted their report;

(b) if so, the nature of the recommendations made by them; and

(c) the action taken to implement them?

The Parliamentary Secretary to the Minister of Finance (Shri B. R. Bhagat): (a) to (c). The officers deputed on Special Duty were to report to the Comptroller and Auditor General and not to the Government. The Comptroller and Auditor General has, however, been in consultation with the Government and the main conclusions arrived at are as follows:—

(i) The introduction of a complete system of Exchequer Control involves drastic changes in the present treasury and accounting system and is bound to take some time. Meanwhile the Comptroller and Auditor General and the Government are agreed that the separation of audit from accounts contains the essential features of Exchequer Control which should be extended to as wide an area and as soon as possible.

(ii) Till such time as separate Pay and Accounts Offices are established for all departments, the transactions that have to be adjusted through exchange accounts. which delay the closing of accounts and make the control of expenditure against appropriation difficult should be reduced as far as possible.

(iii) With the setting up of separate Pay and Accounts Offices for each department, adjustments through exchange accounts should be eliminated and all payments made by cheques or bank drafts. This would enable the Pay and Accounts Officer to ensure that no payment is made in excess of appropriation.

Football Stadium

***2337. Shri H. N. Mukerjee:** Will the Minister of **Defence** be pleased to state:

(a) whether there is a certain regulation banning the construction of permanent structures on the Calcutta *maidan* on account of contiguity to Fort William; and

(b) whether it is a fact that for the reasons noted above, the West Bengal Government have been asked by the Central Government not to construct a football stadium anywhere on the Calcutta *maidan* and within a certain distance of Fort William?

The Deputy Minister of Defence (Sardar Majithia): (a) Yes. The construction of buildings within a distance of 2,000 yards of the Defence Zone Area of Fort William is at present restricted under the Indian Works of the Defence Act, 1903.

(b) No. A proposal regarding construction of a football stadium of an area which falls within this prohibited zone has recently been received from the West Bengal Government and is under examination of the Government of India.

रूपकुंड में मानवीय ठठरियां

***२३३८. श्री भक्त दर्शन :** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गढ़वाल, उत्तर प्रदेश में लगभग अठारह हजार फीट की ऊंचाई पर स्थित रूपकुंड में सदियों पुरानी कुछ सौ मानवीय ठठरियों के होने की सूचना मिली है;

(ख) यदि हां, तो उनके विषय में क्या कोई जानकारी उपलब्ध है; और

(ग) इस बारे में अब तक भारत के एन्थरोलोजीकल सर्वे द्वारा क्या कार्यवाही की गई है?

शिक्षा मंत्री के सभा-सचिव (डा० एम० एम० दास): (क) हां, जी।

(ख) नहीं। इस समय सरकार के पास कोई सूचना नहीं ह।

(ग) विभाग का एक छोटा दल जिसके नायक एन्थरोपोलोजी विभाग के निर्देशक स्वयं हैं इस समय रूपकुंड को जा रहा है।

Nickel Coinage

1216. Shri Ibrahim: Will the Minister of **Finance** be pleased to state:

(a) whether India is self-sufficient in nickel for coinage purposes;

(b) if not, the countries from which the nickel is imported; and

(c) the quantity and value of import of such nickel during 1953-54 and 1954-55?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) No, Sir, as there is no indigenous supply of nickel in India.

(b) Nickel is imported from England through the Director General, India Stores Department, London.

(c) The quantity and value of nickel imported during the periods are as below:

Year	*Quantity*	*Value*
	(tons)	(Rs.)
1953-54 . .	217	14,33,174
1954-55 . .	Nil.	Nil.

Joint Stock Companies

1217. **Shri Hem Raj:** Will the Minister of **Finance** be pleased to state:

(a) whether it is a fact that Rajpura Biscuit Factory (PEPSU) and the Starch Chemical Works Rajpura (PEPSU) issued notices to their shareholders for voluntary winding up of the two companies in 1953;

(b) whether the shareholders of the above two companies have sent representations to the Central Government for investigation into the affairs of these companies; and

(c) if so, the steps taken thereon?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): (a) to (c). A meeting of the RAJPURA BISCUIT MANUFACTURERS LIMITED was held on the 11th September, 1953 for considering the question of winding up the company voluntarily but it was adjourned for want of detailed information asked for by the shareholders, and the company has now been carrying on business as usual. A representation was also made to the Central Government by some shareholders for holding an investigation into the affairs of the company and the preliminary enquiries in that respect are now being carried on by the Registrar of Companies, Pepsu. A final decision in the matter will be taken on receipt of the Registrar's Report.

A notice for holding an extraordinary general meeting of the PATIALIA STARCH AND CHEMICAL WORKS LIMITED on the 31st October, 1953 was served on the shareholders for considering the question of winding up the company voluntarily. The meeting was held and it was decided at the meeting to run the company by raising a debenture loan for Rs. 10 lakhs. The resolution for winding up was dropped. A representation was made by some shareholders to the Government of Pepsu for an investigation into the affairs of the company. The Registrar held a preliminary enquiry into the matter and his report is under consideration.

Juvenile Delinquency in Delhi

1218. **Shri Kamath:** Will the Minister of **Home Affairs** be pleased to state:

(a) whether juvenile delinquency and crime in Delhi has aggravated in 1954-55 as compared to the preceding year;

(b) if so, the causes thereof; and

(c) the measures taken or proposed to be taken by Government to check the evil?

The Deputy Minister of Home Affairs (Shri Datar): (a) No.

(b) and (c). Do not arise.

Double Taxation Relief

1219. **Shri B. S. Murthy:** Will the Minister of **Finance** be pleased to state:

(a) the arrangements made so far to avoid double taxation of the income of Indian merchants in Burma;

(b) the nature of representation, if any, received from the Indian merchant community of Burma?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): (a) The Government of Indian are negotiating with the Government of Burma for concluding a double taxation avoidance agreement. Meanwhile, instructions have been issued to Income-tax authorities in India to stay the recovery of a part of the tax due on Burma income, doubly taxed in the two countries.

(b) A representation was received in 1953 from certain Indian merchants in Burma. A copy of the Central Board of Revenue's letter No. 25(40)-I.T./53, dated the 9th September, 1953, which contains both the points raised in the representation and the replies thereto, has already been placed on the table of the House in connection with the reply to Starred Question No. 1342 for the 16th September, 1953.

Upper Division Clerks

1220. **Shri Kamath:** Will the Minister of **Defence** be pleased to state:

(a) the total number of Upper Division Clerks under the Directorate of Ordnance Services as on the 31st August, 1955;

(b) the number among them, of those that belong to Scheduled Castes and Scheduled Tribes on the same date; and

(c) how many of those referred to in part (b) above are direct recruits to that grade?

The Deputy Minister of Defence (Sardar Majithia): (a) 1239.

(b) Three.

(c) Nil.

Customs Collectorate Bombay

1221. **Shri Kamath:** Will the Minister of **Finance** be pleased to refer to the reply given to Starred Question No. 554 on the 4th March, 1955 and state:

(a) whether the question of granting of exemption from passing the departmental examination in the case of displaced Government servants employed in Customs Collectorate, Bombay has been considered;

(b) if so, whether orders have been passed and implemented; and

(c) if not, reasons therefor?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) The matter is still under examination as a variety of cases have to be provided for but in the meantime concessions in the shape of exemptions from and additional chances to appear in Departmental Examinations are being granted in deserving cases.

(b) As explained above no general orders have yet been passed.

(c) The delay has been due to a detailed examination of the nature of the cases and the extent to which these could be classified for different kinds of concessions. It is hoped orders will be passed soon now.

Estate Duty

1222. **Shri D. C. Sharma:**
Shri S. C. Samanta:
Shri Tulsi Das:
Shri Jethalal Joshi:

Will the Minister of **Finance** be pleased to state:

(a) the number of cases of Estate Duty registered during the period January-July, 1953; and

(b) the number of cases disposed of and the revenue realized during the same period?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah:) (a) 2,149 estate duty cases were registered during the period from 1st January to 31st July, 1955.

(b) 1374 cases were disposed of and an amount of Rs. 78,96,510 was collected during the same period towards payment of estate duty.

•

[सेना के इंजीनियर्स

१२२४. **श्री भक्त दर्शन** : क्या रक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सेना के इंजीनियरों ने स्वतंत्रता प्राप्ति के बाद सामान्य काय और सामरिक महत्व के कार्य के अतिरिक्त सड़क निर्माण आदि जैसा अन्य कोई कार्य किया; है और

(ख) यदि हां, तो क्या सरकार एक विस्तृत विवरण सभा के टेबल पर रखने का विचार करती है ?

रक्षा उपमंत्री (सरदार मजीठिया): (क) जी हां।

(ख) एक विवरण सभा-पटल पर रख दिया गया है [देखिये परिशिष्ट ११, अनुबन्ध सं० ५३]

Working of Supreme Court & High Courts

1225. **Shri Ibrahim:** Will the Minister of **Home Affairs** be pleased to state the number of days the Supreme Court of India and the various High Courts worked during 1953 and 1954?

The Deputy Minister of Home Affairs (Shri Datar): A statement is laid on the Table of the House. [*See* Appendix XI, annexure No. 54].

Income-Tax

1226. **Shri Sivamurthi Swami:** Will the Minister of **Finance** be pleased to state:

(a) the number of income-tax cases pending in Hyderabad State; and

(b) the amount involved in those cases?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): (a) The number of income-tax cases pending in Hyderabad State on 1st April 1955 was 11,395.

(b) The approximate amount of tax involved in these cases is about Rs. 76 lakhs.

Tribals in Manipur

1227. **Shri Rishang Keishing:** Will the Minister of **Home Affairs** be pleased to state:

(a) the number of villages mainly inhabited by the Scheduled Tribes in Manipur; and

(b) the nature of the development schemes implemented during 1954-55 for the tribal people in Manipur?

The Deputy Minister of Home Affairs (Shri Datar): (a) 1271.

(b) The main schemes implemented during 1954-55 were :—

(i) Construction of school buildings and supply of school furniture,

(ii) Improvement of water supply and free distribution of medicines,

(iii) Construction of roads and bridle-paths,

(iv) Construction of irrigation channels for terrace cultivation,

(v) Fruit farm at Ukhrul,

(vi) Training in weaving and carpentry; and

(vii) Construction of Tribal Rest Camp at Imphal.

Ex-SERVICEMEN

1228. **Shri Biren Dutt** : Will the Minister of **Defence** be pleased to state:

(a) the number of *ex*-servicemen of Tripura who applied to Government for rehabilitation in 1955 ;

(b) the number of those who applied for employment ; and

(c) the number of such persons rehabilitated or re-employed?

The Deputy Minister of Defence (Sardar Majithia) : (a) 217

(b) Eighty-nine.

(c) Nineteen.

Teachers' Training School, Imphal

1229. **Shri Rishang Keishing** : Will the Minister of **Education** be pleased to state:

(a) whether all the teachers of the Teachers' Training Institute, Imphal are trained graduates;

(b) if so, whether the scale of pay now paid to them is the same as that of the trained graduates employed in Government High Schools; and

(c) if not, the reasons therefor?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) : (a) Yes.

(b) No.

(c) The rates of pay of the Instructors at the Teachers' Training Institute, Imphal, were fixed on the basis of the rates prescribed by the Assam Primary Education Board for the Primary School Teachers' Training School in Assam, as the Institute when started in 1952 was intended to train Primary School teachers.

Konarak Temple

1230. **Shri Sanganna** : Will the Minister of **Education** be pleased to state:

(a) whether repairs to the Konarak Temple in Orissa have been completed;

(b) if so, when; and

(c) the expenditure incurred on it?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) : (a) No, Sir.

(b) Does not arise.

(c) Rs. 43,140.

Foreign Students in Delhi

1231. **Shri M. Islamuddin** : Will the Minister of **Education** be pleased to state:

(a) the number of foreign students (males and females) studying in each college of Delhi University; and

(b) the number among them who are getting scholarships under the Cultural Scholarships Scheme?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) : (a) and (b). A statement is laid on the Table of the House. [*See* Appendix XI, annexure No. 55.]

Scholarships to Manipur Students

1232. **Shri Rishang Keishing** : Will the Minister of **Education** be pleased to state:

(a) the number of scholarships awarded by the Government of Manipur to students belonging to the plains for post-matric and post-graduate studies during 1955-56; and

(b) the amount of each scholarship?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) : (a) and (b). A statement is laid on the Table of the House. [*See* Appendix XI, annexure No. 56.]

Scholarships to Manipur Students

1233. **Shri Rishang Keishing** : Will the Minister of **Education** be pleased to state :

(a) the comparative figure of the scholarships awarded to the tribal students by the State Government of Manipur before and after the integration of the States with the Indian Union for their education in high schools; and

(b) the basis on which and the manner in which the scholarships are awarded?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) : (a) and (b). The requisite information has been called for from the Manipur Government and will be placed on the Table of the House when received.

Closure of Public Roads

1234. **Shri C. D. Pande** :
Shri M. L. Dwivedi :

Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that a number of public and District Board roads and other paths between Ranikhet and Chiliyanakla have been closed for use by the public with effect from the 24th August, 1955 by the Cantonment and military authorities;

(b) if so, [the reasons] therefor; and

(c) whether steps are being taken to reopen them?

The Deputy Minister of Defence (Sardar Majithia) : (a) and (b). No District Board road has been closed between Ranikhet and Chiliyanakla. However, a tract running over the Alma Rifle Range which was unauthorisedly used by the public and the bus service was closed from the 24th to 26th August 1955.

(c) The unauthorised use of the tract running over the Alma Rifle Range has been permitted on the understanding that alternative Communication to Chiliyanakla Village will be completed within two months.

Trapping of Dacoit Man Singh

1235. **Shri B. N. Mishra**:
Shri Amar Singh Damar:
Shri B. S. Murthy:

Will the Minister of **Home Affairs** be pleased to state:

(a) the names of the States that were directly in action to trap dacoit man Singh; and

(b) how many years it took for the State Governments to bring this campaign to a successful end and what has been the total expenditure till this day?

The Deputy M [illegible] fair (Shri Datar) : (a [illegible] Pradesh, Uttar Pradesh nd Madhya Bharat.

(b) Rajasthan and Vindhya Pradesh were involved for short periods when Man Singh's gang was known to have entered their territories. Uttar Pradesh and Madhya Bharat were directly in action from [illegible] 1955 when a joint command of these States was established. It is not possible to give the cost of the campaign against Man Singh as anti-dacoity operations were not directed against his gang lone.

High Court Judges

1236. **Shri Wodeyar** : Will the Minister of **Home Affairs** be pleased to state the sanctioned strength of judges for the Mysore High Court?

The Deputy Minister of Home Affairs (Shri Datar) : Five.

Ex-Servicemen's Rehabilitation

1237. **Shrimati Kamlendu Mati Shah** : Will the Minister of **Defence** be pleased to state:

(a) whether *Ex*-Servicemen have been rehabilitated in the hilly districts of Uttar Pradesh ; and

(b) if not, whether Government contemplate to do so?

The Deputy Minister of Defence (Sardar Majithia) : (a) Yes.

(b) Does not arise.

Flags

1238. **Thakur Jugal Kishore Sinha** : Will the Minister of **Home Affairs** be pleased to state the reasons and significance of having three kinds of flags namely National Flag, President's Flag and Governor's Flag?

The Deputy Minister of Home Affairs. (Shri Datar) : National Flag represents the country as a whole. The President, as the Head of the State, has his own distinctive personal flag as is the case in some other democratic countries. Similarly, Governors as Heads of their States have their own distinctive flags which they can fly within their respective States. This makes for administrative convenience.

German Team's Research on Fauna and Flora

1239. **Shri S. N. Das** : Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether any German team of experts has been allowed to work in India to carry on research on rare Indian fauna and flora for German Museums and Scientific Institutes ; and

(b) if so, whether any terms and conditions have been settled?

The Deputy Minister of Education (Dr. [illegible] Shrimali) : (a) and (b). Yes, Sir.

Practical Industrial Training

1240. **Dr. Satyawadi :** Will the Minister of **Education** be pleased to state:

(a) number of engineering students selected subject-wise for practical industrial training in various factories at the Government expenses for the year 1955-56;

(b) the names of the centres where those students will be sent for training;

(c) the total amount to be paid as stipends to those students; and

(d) the number of Scheduled Castes students, if any, among them?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) : (a) to (d). A statement giving the required information is laid on the Table of the House [*See* Appendix XI annexure No. 57].

मालवा भील पल्टन

१२४१. **श्री अमर सिह डामर :** क्या **गृह-कार्य** मंत्री यह बताने की कृपा करेंग कि:

(क) भूतपूर्व इन्दौर राज्य क रजिडेंसी एरिया की मालवा भील पल्टन के कितने सिपाहियों को केन्द्रीय सेना में सम्मिलित किया गया है; और

(ख) उनमें से कितने सैनिकों को पेन्शन आदि देकर सेंवा-निवृत्त किया गया?

गृह-कार्य उपमंत्री (श्री दातार): (क) कोई नहीं।

(ख) समाचार एकत्र किये जा रहे हैं और सभा-पटल पर रख दिये जायंगे।

Life in a test Tube

1242. **Shri M. L. Agrawal :** Will the Minister of **Natural Resources and Scientific Research** be pleased to state whether any research has been made in India for creating simple form of life in a test tube?

The Deputy Minister of Education (Dr. K. L. Shrimali) : No, Sir.

Kolar Gold Fields

1243. **Shri T. B. Vittal Rao :** Will the Minister of **Natural Resources and Scientific Research** be pleased to state whether Government of Mysore have approached the Central Government for financial aid for nationalising the Kolar Gold ?

The Deputy Minister of Education (Dr. K. L. Shrimali) : No, Sir.

Cost Accountants Diplomas

1244. **Shri P. Ramaswamy :** Wil the Minister of **Education** be pleased to state:

(a) whether the Diplomas given by the Incorporated Association of Cost Accountants, Sydney (Australia) are recognised by Government; and

(b) whether it is a fact that the Indian Federal (now Union) Public Servic Commission gave an assurance on the subject to the High Commissioner of Australia in India?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): (a) The Diplomas are not recognised by Government.

(b) No, Sir.

Army School of Education, Pachmarhi

1245. **Shri Kamath :** Will the Minister of **Defence** be pleased to state :

(a) the monthly wages of sweepers, men and women separately at the Army School of Education, Pachmarhi, Madhya Pradesh ; and

(b) the reasons for disparity, if any?

The Deputy Minister of Defence (Sardar Majithia) : (a) There is no institution called the Army School of Education, Pachmarhi. Presumably, the reference is to the Army Educational Corps Centre and School, Pachmarhi. No female sweepers are employed in that school. The scale of pay prescribed for sweepers (both men and women) under the Civilians in Defence Services (Revision of Pay) Rules, 1947 in all Defence establishments (including the Army Educational Corps Centre and School, Pachmarhi) is Rs. 30-½-35. In addition, they are eligible for dearness allowance at Rs. 40/- per month, half of which is treated as pay. The sweepers employed in Pachmarhi in the above-mentioned scale of pay are also entitled to house rent and compensatory (city) allowances at the following rates subject to the fulfilment of the prescribed conditions :—

	Compensatory (City) allowance	House Rent allowance
	Rs.	Rs.
Below Rs. 55 .	3	5
Rs. 55—60 .	5	7

N.B. For purposes of the grant of the above allowances, half of dearness allowance *viz.*, Rs. 20/- in this case, is treated as pay.

(b) Does not arise.

संस्कृत साहित्य

१२४६. **श्री बी० डी० शास्त्री** : क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि:

(क) संस्कृत साहित्य की उन्नति के लिये सरकार ने १९५२ से अब तक कुल कितनी धनराशि खर्च की है; और

(ख) वह किन-किन मदों पर खर्च की गई है ?

शिक्षा मंत्री के सभा-सचिव (डा० एम० एम० दास): (क) ५,८६,१२१

(ख) मांगी गई जानकारी का पूरा विवरण सभा पटल पर रख दिया गया है। [देखिये परिशिष्ट ११ अनुबन्ध सं० ५८]

Glossary of Indian Medicinal Plant

1247. **Dr. Satyawadi :** Will the Minister of **Natural Resources and Scientific Research** be pleased to state whether the book entitled "Glossary of Indian Medicinal Plant" has since been published ?

The Deputy Minister of Education (Dr. K. L. Shrimali) : Not yet.

Central Secretariat

1248. **Shri Achuthan :**
Pandit C. N. Malviya :

Will the Minister of **Home Affairs** be pleased to state :

(a) whether sanction of the Ministry of Home Affairs is necessary for interministerial appointments ;

(b) if so, whether this rule is also applicable in the case of peons who are temporary hands ; and

(c) the general criterion for giving such sanctions ?

The Deputy Minister of Home Affairs (Shri Datar) : (a) I presume the Hon'ble Member has in mind the transfers of different classes of officers from one Ministry to another. These do not require the sanction of the Ministry of Home Affairs except where the person concerned belongs to a service controlled by the Ministry of Home Affairs and it is proposed to transfer him from that service to some other service or to a post not included in the service to which the officer belongs.

(b) and (c). Class IV employees are wholly under the control of the Ministries in which they are employed and the Ministry of Home Affairs would not ordinarily be concerned with transfers of such employees from one Ministry to another. However, in 1953 the standards of Class IV staff admissible were revised and several Ministries had a surplus of such personnel on their hands. In order to prevent hardship which might be caused by their immediate retrenchment, a special order was issued banning recruitment of Class IV staff in all the Ministries until eixsting surplus employees had been accommodated in the existing and future vacancies. All Ministries requiring Class IV personnel to fill such vacancies were required to ascertain from the Home Ministry whether any surplus Class IV employees in any other Ministry were still available. All surplus staff of this category has since been absorbed in this manner and since July 1955 the Ministries have been free to make their own appointment of Class IV staff up to the prescribed standards without prior reference to the Ministry of Home Affairs.

Companies

*1249. **Shri Sankarapandian :**
Shri R. S. Diwan :

Will the Minister of **Finance** be pleased to lay on the Table of the House statement showing the names of the companies whose managements have changed since the enforcement of the Companies Amendment Act of 1951, also giving the names of persons to whom the management has been transferred ?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah) : The hon. Member presumably requires information regarding the companies, the Managing Agencies of which have been transferred with the approval of the Central Government under Section 87B(c) of the Indian Companies Act, 1913. A statement giving the required information is placed on the Table of the House. [*See* Appendix XI, annexure No. 59.]

Officers on Special Duty

1250. **Shri R. N. Singh:**
Shri Sinhasan Singh:

Will the Minister of **Home Affairs** be pleased to state :

(a) how many Officers on Special Duty and Advisers to the different Ministries were appointed in 1954-55 and what are their respective ualifications and age at the time of appointment; and

(b) whether the Advisers so appointed were recruited directly or through the Union Public Service Commission ?

The Deputy Minister of Home Affairs (Shri Datar) : (a) and (b). Information is being collected and will be placed on the Table of the House as soon as available.

Hindi Teachers

1251. **Shri Radha Raman** : Will the Minister of **Education** be pleased to state :

(a) whether it is a fact that Government have decided to provide non-Hindi speaking areas of the country with Hindi teachers at the cost of Central Government ; and

(b) if so, the names of those areas and the numbers of teachers for each such area ?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) : (a) and (b). The matter is under consideration.

Gandhian Philosophy

1252. **Shri Radha Raman** : Will the Minister of **Education** be pleased to state:

(a) whether it is a fact that a committee has been set up by Government for examining the question of introducing Gandhian Philosophy in schools and that it held its meetings in Delhi in August, 1955; and

(b) if so, its recommendations if any ?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das) : (a) Yes, Sir.

(b) The proceedings of the Committee have yet to be finalised.

Bhopal Apex Bank

1254. **Pandit C. N. Malviya** : Will the Minister of **Finance** be pleased to state :

(a) whether the Reserve Bank of India granted any amount for establishing an Apex Bank in the Bhopal State ; and

(b) if so, how much and when it was given ?

The Minister of Revenue and Civil Expenditure (Shri A. C. Guha) : (a) and (b). It is not permissible for the Reserve Bank to give any monetary assistance direct to an apex co-operative bank for its establishment and only recently they have been empowered to lend to the State Governments for subscribing directly or indirectly to the share capital of Co-operative Institutions. The State Government of Bhopal has not asked for any such loan from the Reserve Bank.

Survey of India Class IV Employees

1255. **Shri T. B. Vittal Rao** : Will the Minister of **Natural Resources and Scientific Research** be pleased to state :

(a) whether the Surveyor General of India has issued any order prohibiting class IV employees from sending copies of their representations to their registered Trade Union ; and

(b) if so, reasons therefor ?

The Deputy Minister of Education (Dr. K. L. Shrimali) : (a) No, Sir.

(b) Does not arise.

Survey of India Employees

1256. **Shri T. B. Vittal Rao** : Will the Minister of **Natural Resources and Scientific Research** be pleased to state :

(a) whether it is a fact that certain categories of staff in the Reproduction Sections of the Survey of India have recently been classified as 'War Reserve'; and

(b) if so, the reasons for doing so in 1955 ?

The Deputy Minister of Education (Dr. K. L. Shrimali) : (a) and (b) An office order to this effect was erroneously issued recently by a subordinate official in the Map Publication Directorate. This order has since been cancelled.

Survey of India Class IV Employees

1257. { **Shri T. B. Vittal Rao** :
Dr. Rama Rao :

Will the Minister of **Natural Resources and Scientific Research** be pleased to state :

(a) whether it is a fact that Class IV staff of Survey of India, Eastern Circle stationed at Shillong were paid Rs. 3/- as temporary increase in lieu of Assam Compensatory Allowance prior to May, 1954 ;

(b) whether it is a fact that the temporary increase paid after the Ist January, 1947 is being recovered from their pay while the Assam Compensatory Allowance at old rates of Rs. 10/8/- has not so far been paid to them ; and

(c) if so, the reasons therefor ?

The Deputy Minister of Education (Dr. K. L. Shrimali) : (a) to (c). A statement giving the required information is attached. [*See* Appendix XI, annexure No. 60.]

Directorate of Map Publication Employees

1258. **Dr. Rama Rao** : Will the Minister of **Natural Resources and Scientific Research** be pleased to state whether the staff paid from contingencies of the Directorate of Map Publication, Survey of India, prior to the 15th August, 1947 who have been brought on to the Regular Establishment, have been paid the enhanced rate of Dearness Allowance with effect from the 1st January, 1947 ?

The Deputy Minister of Education (Dr. K. L. Shrimali): Orders for payment are expected to be issued shortly.

Survey of India Karamchari Class IV Union

1259. Shrimati Renu Chakravartty: Will the Minister of **Natural Resources and Scientific Research** be pleased to state :

(a) whether a copy of the resolution and charter of demands passed at the sixth Annual Conference of the Survey of India Karamchari Class IV Union has been received and

(b) if so the action taken thereon ?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) and (b). Although the Survey of India Karamchari Class IV Union is not a body recognised by Government, the resolution and charter of demands passed at its sixth Annual Conference held in January, 1955, were examined by Government, but no action was considered necessary.

Survey of India Class IV Employees

1260. Shrimati Renu Chakravartty: Will the Minister of **Natural Resources and Scientific Research** be pleased to state :

(a) whether it is a fact that Class IV staff of India, Easter Circle, Shillong, have to perform guard duty at night after regular 8 hours duty in office during the day ;

(b) if so, whether it is in accordance with the Rules, and

(c) if not, reasons therefor ?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) No, Sir.

(b) and (c). Do not arise.

अमरीका द्वारा लगायी गई पूंजी

१२६१. **श्री रघुनाथ सिह** : क्या वित्त मंत्री १५ सितम्बर, १९५५ को दिये गये तारांकित प्रश्न संख्या १७९६ के उत्तर के संबंध में वह बताने की कृपा करेंगे कि अमरीका द्वारा अर्थात अमरीकी नागरिकों, सरकार, कारपोरेशन और कम्पनियों द्वारा भारत में अभी कितनी पूंजी लगायी गयी ह !

वित्त मंत्री (श्री सी० डी० देशमुख): भारत के विदेशी देने पावने को गणना के सम्बन्ध में रिजर्व बैंक आफ इंडिया की रिपोर्ट में जो बातें बताई गयी हैं, उनसे आगे सरकार को और कोई जानकारी नहीं है। इस रिपोर्ट की एक प्रति सदन के पुस्तकालय में रखी है। इस रिपोर्ट में बतलाया गया है कि ३० जून, १९४८ को क्या स्थिति थी और यह भी दिखलाया गया है कि भारत में अमेरिका मे १७,९७ लाख रुपये की पूंजी लगा रखी है। आशा है कि बाद की स्थिति का पता जल्दी ही चल जायगा।

Taxation Exemption

1262. Shri Ramachandra Reddy: Will the Minister of **Finance** be pleased to state:

(a) the total amount drawn by the Ministers and officers of the Central Government towards their salaries, when they were on tour outside India during the years, 1953-54, 1954-55 and 1955-56, so far;

(b) whether such amounts are exempted from taxation; and

(c) if so, the loss of income to the Central exchequer by such an exemption ?

The Minister of Revenue and Civil Expenditure (Shri M. C. Shah): (a) The information regarding the total amount drawn by the Ministers and officers of the Central Government when on tour outside India is being collected and will be laid on the Table of the House when available.

(b) The question whether the amounts drawn by the Ministers and officers of the Central Government while on tour outside India are exempt from taxation or not will on their residential status determined with reference to Section 4A and 4B of the Indian Income Tax Act. If the Minister or the officer is not resident in India, he will not be liable to tax in respect of the salaries for the period of tour unless they are received in India. If he is resident but not ordinarily resident, he will not be liable to tax on such salaries unless they are received in or brought into India. If, however, he is resident and ordinarily resident, he will be liable to pay tax on his world income (i.e. including salaries for the period of tour received outside India) subject to a maximum deduction of Rs. 4500 in respect of income earned outside India but not brought into India.

(c) Information regarding loss of income to the Central exchequer is not available and cannot be compiled without a scrutiny of each case with reference to the residential status of the Ministers or officers the amounts received in or outside India, their total income and total world income, which will take such time and labour as will not be commensurate with the result.

Diamonds

1263. **Shri Lakshmayya:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether any geological survey has been made for diamonds in the village of Vajrakaror and its surroundings in Anantapur District, Andhra State; and

(b) if so, with what result?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) and (b). A statement giving the required information is attached. [*See* Appendix XI, annexure No. 61].

National Mining Research Institute

1264. **Shri C. R. Narasimhan:** Will the Minister of **Natural Resources and Scientific Research** be pleased to state:

(a) whether it is a fact that Government propose to establish a National Mining Research Institute; and

(b) if so, what are the main features of the proposal?

The Deputy Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir. The Council of Scientific and Industrial Research propose to set up a Mining Research Station at Dhanbad.

(b) The main functions of the Research Station will be:

(i) to carry out research in the mining of coal and other minerals in India with a view to effecting improvements in respect of safety, health and efficiency; and

(ii) to investigate problems of explosions, fires, spontaneous combustions, ventilation and lighting, roof, supports, behaviour of the Strata, rock drills, blasting, winding, haulage and dust suppression with reference to both danger to health and the danger from explosions and to provide for testing and improving equipment used in mines.

The work of the Station will cover all types of mines and mining in India.

A Governing Body has been constituted for the proposed Mining Research Station consisting of representatives of the Coal Board and the Council of Sceintific and Industrial Research and other interests so that full coordination may be achieved and duplication and overlapping in work may be avoided. The establishment of the Station is estimated to involve an expenditure of Rs. 40 lakhs non-recurring and Rs. 27 lakhs recurring spread over a period of 5 years.

Youth Hostels

1265. **Thakur Jugal Kishore Sinha:** Will the Minister of **Education** be pleased to state the responsibility of Government in running the youth hostels?

The Parliamentary Secretary to the Minister of Education (Dr. M. M. Das): The Youth Hostels are run by a non-official organisation the Youth Hostels Association of India and Government have no responsibility in this matter.

Co-operative Banks

1266. **Thakur Jugal Kishore Sinha:** Will the Minister of **Finance** be pleased to state:

(a) the amount that has been advanced to the various State Cooperative Banks by the Reserve Bank of India in 1954-55, State-wise; and

(b) the rate of interest?

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): (a) and (b). A statement is attached showing the loans and advances made by the Reserve Bank of India to State Cooperative Banks during 1954-55 for various purposes and the rate of interest charged thereon. [*See* Ap [illegible] exure No. 62.

28th September 1955
(Wednesday)

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

सत्यमेव जयते

Preservation Unit
Fumigated On 6.10.83
Parliament Library
24-2-95

LOK SABHA SECRETARIA
NEW DELHI

SIX ANNAS (INLAND) TWO SHILLINGS (FOREIGN)

CONTENTS

(19th September to 1st October 1955)

COLUMNS

nday 19th September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 1870 to 1872, 1874 to 1878, 1883, 1884, 1889, 1896 to 1903, 1905 to 1907, 1909, 1912, 1916 to 1918, 1920 and 1921 . . . . 4863—97

Written Answers to Questions—

Starred Questions Nos. 1868, 1869, 1873, 1879, 1880 to 1882, 1885 to 1888, 1890 to 1895, 1904, 1908, 1910, 1911, 1913 to 1915, 1919, 1922 to 1925 and 1927 to 1935 . . . . 4897—13

Unstarred Questions Nos. 992 to 1027 . . . . 4914—34

esday 20th September, 1955.

ral Answers to Questions—

tarred Questions Nos. 1936, 1937, 1941 to 1944, 1946 to 1948, 1950, 1951, 1955, 1956, 1958, 1959, 1962, 1964, 1967 to 1970, 1939 and 1940 . . . . 4931—58

hort notice Question No. 10. . . . . . . 4958—60

ritten Answers to Questions—

Starred Questions Nos. 1938, 1945, 1949, 1952 to 1954, 1957, 1960, 1961, 1963, 1965, 1966, 1971 and 1972 . . . . . . 4960—65

Unstarred Questions Nos. 1028 to 1045. 4965—72

ednesday 21st September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 1975, 1977, 1979, 1980, 1984, 1986 to 1988, 1991, 1992, 1994 to 1998, 2003 to 2006, 2008, 2010 to 2014, 2016, 2018, 2020, 2023 and 2025 . . . . 4973—5003

Written Answers to Questions—

Starred Questions Nos. 1973, 1974, 1976, 1978, 1981 to 1983, 1985, 1989, 1990, 1993, 1999 to 2002, 2009, 2015, 2017, 2019, 2021, 2022, and 2026 to 2032 . . . . 5003—15

Unstarred Questions Nos. 1046 to 1071 . . 5015—28

ursday 22nd September, 1955.

al Answers to Questions—

Starred Questions Nos. 2033 to 2036, 2038 to 2041, 2044, 2046, 2048, 2051, 2055, 2056, 2058 to 2062, 2066 to 2070, 2072 to 2077, 2079 to 2081 and 2084 . . . . 5029—64

Written Answers to Questions—

tarred Questions Nos. 2037, 2042, 2043, 2045, 2047, 2049, 2050, 2052 to 2054, 2063, 2065, 2071, 2078 and 2085 to 2090 . . . . 5064—72

Unstarred Questions Nos. 1072 to 1119 . . . . 5072—96

Friday, 23rd September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 2091 to 2094, 2098 to 2100, 2103, 2105 to 2109, 2111, 2116, 2119 to 2121, 2124 to 2126, 2131, 2132, 2102, 2117, 2122, 2118, 2129 and 2130 5097-

Written Answers to Questions—

Starred Questions Nos. 2095 to 2097, 2101, 2104, 2110, 2112, 2114, 2115, 2123, 2127 and 2128 5128

Unstarred Questions Nos. 1120 to 1134 5133

Monday, 26th September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 2133 to 2146, 2149, 2151, 2152, 2155 to 2157, 2159, 2161 to 2166, 2169 and 2170 5141-

Written Answers to Questions—

Starred Questions Nos. 2147, 2148, 2150, 2153, 2154, 2158, 2160, 2167, 2168, 2171 to 2178, 2180 to 2186 5171

Unstarred Questions Nos. 1135 to 1157 5181-

Tuesday, 27th September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 2187 to 2194, 2196 to 2202, 2204 to 2206, 2209 to 2212, 2216 to 2219, 2221, 2222 and 2225 to 2230 5193-

Short Notice Question No. 11 5228

Written Answers to Questions—

Starred Questions Nos. 2195, 2203, 2207, 2208, 2213 to 2215, 2220, 2223, 2224 and 2231 to 2263 523

Unstarred Questions Nos. 1158 to 1168 and 1170 to 1215 . . . 52

Wednesday, 28th September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 2266, 2267, 2270, 2272, 2273, 2275, 2276, 2278, 2280 to 2283, 2286, 2287, 2289 to 2291, 2295 to 2300, 2303, 2305, 2306, 2307, 2308, 2311 and 2312 52

Short Notice Question No. 12 5

Written Answers to Questions—

Starred Questions Nos. 2265, 2269, 2271, 2274, 2277, 2279, 2284, 2285, 2288, 2292 to 2294, 2301, 2302, 2304, 2309, 2310, 2313 to 2338 . 53

Unstarred Questions Nos. 1216 to 1222, 1224 to 1252, 1254 to 1266 . 5

Thursday, 29th September, 1955.

Oral Answers to Questions—

Starred Questions Nos. 2339 to 2344, 2346, 2349 to 2352, 2354 to 2358, 2360 to 2362, 2364, 2366, 2367 to 2369, 2372, 2390, 2373, 2375 and 2392 . . . .

Short Notice Questions Nos. 13 to 16 5

COLUMNS

tten Answers to Questions—

arred Questions Nos. 2345, 2347, 2348, 2353, 2359, 2363, 2370, 2371, 2376 to 2384, 2384-A, 2385 to 2389, 2391, 2391-A, and 2393 to 2399. . . . . 5380—93

Untarred Questions Nos. 1267 to 1300, 1300-A, and 1300-B. . 5393—5408

30th September, 1955.

Answers to Questions—

rred Questions Nos. 2401 to 2406, 2408 to 2410, 2413, 2446, 2414 to 2416, 2418 to 2421, 2423 to 2425, 2427 to 2431, 2455, 2433 and 2462. . . . . 5409—41

Short Notice Questions Nos. 17 to 20 . . . . 5441—49

Written Answers to Questions—

Starred Questions Nos. 2400, 2407, 2411, 2412, 2417, 2422, 2432, 2434 to 2445, 2447 to 2454, 2456 to 2461, 2463 to 2473. . . 5449—66

Unstarred Questions Nos. 1301 to 1369. . . . . 5466—5500

day, 1st October, 1955.

ral Answers to Questions—

Short Notice Questions Nos. 21 and 22 . . . . 5501—10

Index . . . . 1—129

Gazettes & Debates Section
Parliament Library Building
Room No. FB-025
Block 'G'
Acc. No. 25485
Dated 12.12.2014

LOK SABHA DEBATES

(Part II—Proceedings other than Questions and Answers)

LOK SABHA

Wednesday, 28th September, 1955

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(*See* Part I)

12-04 P.M.

PAPERS LAID ON THE TABLE

SEVENTH ANNUAL REPORT WITH STATEMENT OF ACCOUNTS OF INDUSTRIAL FINANCE CORPORATION

The Minister of Revenue and Defence Expenditure (Shri A. C. Guha): I beg to lay on the Table, under sub-section (3) of section 35 of the Industrial Finance Corporation Act, 1948, a copy of the Seventh Annual Report of the Board of Directors of the Industrial Finance Corporation of India for the year ended 30th June 1955, along with a Statement showing the assets and liabilities and Profit and Loss Account of the Corporation for the year. [Placed in Library. *See* No. S-347/55.]

Shri T. B. Vittal Rao (Khammam): Immediately a statement is laid on the Table, it should be sent to the Library for reference. Sometimes it takes a day or two. Last time it happened in the same case, *viz.* the balance-sheet of the Industrial Finance Corporation.

Mr. Speaker: I do not know exactly what is happening; I will examine the procedure. But I know one thing. When a request is made for a statement, speech or other thing laid on the Table of the House, they are circulated to the Members the very next day if so desired by Members. So, we will examine the procedure now and see.

SPIRITUOUS PREPARATIONS (INTER-STATE TRADE AND COMMERCE) CONTROL BILL.

Mr. Speaker: The House will now resume further consideration of Rajya Sabha amendment to the Spirituous Preparations (Inter-State Trade and Commerce) Control Bill, 1955, for which half an hour has been allotted. The House will, thereafter, take up the consideration of the motion regarding Floods Control Projects which will continue upto 3-30 P.M. when the discussion on the Railway Transport Situation will be taken up. Mr. Kamath.

Shri G. H. Deshpande (Nasik Central): Yesterday, when this amendment was placed before the House, then itself, I wanted to raise some questions.

Mr. Speaker: I could not hear.

Shri G. H. Deshpande: When the hon. Minister placed this amendment from the Rajya Sabha before this House, I wanted to make certain querries and I was told that I could do so today.

Mr. Speaker: Then that position stands.

Shri G. H. Deshpande: That is why I have risen.

Mr. Speaker: The hon. Member will see that I have already called Shri Kamath under the impression that he had begun yesterday. I have called him and he will be as short as possible and take five minutes and then I shall call the hon. Member.

Shri Kamath (Hoshangabad): The Chairman said that he would call me today.

Shri Punnoose (Alleppey): How much more time remains?

Mr. Speaker: I have already announced it.

Shri Kamath: The Bill has come back from the Rajya Sabha with this amendment. In this House also a number of my colleagues and myself made this suggestion that certain safeguards should be provided to obviate or alleviate the hardships that might ensure as a result of passing of this Bill as regards medicinal and toilet and such like preparations. But unfortunately, the Minister, Shri Kanungo, who piloted the Bill was very allergic to our suggestions of that character and the Bill was passed without such modification or amendment. I am glad that this new clause has been inserted by the Rajya Sabha and I seek to further modify it so that all loopholes that might harass innocent citizens who may carry such things with them from one State to another may not be there; so that when they go from one State to another where Prohibition is in force, such hardship or harassment may be obviated or avoided. The first amendment seeks to include toilet preparations along with medicinal preparations.

Here is a the Supreme Court's Judgment—SCR 1951 on pages 716-717.

[MR. DEPUTY-SPEAKER *in the Chair*]

It was a case—State of Bombay and another *versus* Bulsara. The Supreme Court held in that case thus:

> "Therefore, we hold that to the extent to which the Prohibition Act prevents the possession, use and consumption of non-beverages and medicinal and toilet preparations containing alcohol for legitimate purposes the provisions (of the Bombay Act) are void as offending against article 19(1) of the Constitution even if they may be within the legislative competence of the Provincial Legislature."

You will find from the judgment of the Supreme Court, the highest judicial authority in the land, that it is not sufficient if exemption is granted only to medicinal preparations. Along with these we must have exemption for genuine toilet preparations wherein there is alcohol. I will only mention one or two, or only one is enough, of such preparations. Most of us do not use it, but there may be some, and I suppose it is the women who use it more than men.

Mr. Deputy-Speaker: Is there anything preventing men also using it?

Shri Kamath: I wonder if you use it, but I don't. It is Eau de Cologne. It is pronounced 'Ode Colon'. It is at times mispronounced as 'Ude Colon'—perhaps not here, but some outside the House mispronounce it like that. It contains alcohol but it is a genuine toilet preparation which is in wide use among the educated, or what are called the upper strata of society in this country.

Shri U. M. Trivedi (Chittor): Fashionable ladies.

Shri Kamath: If you want to put it that way, you may do so. So also some hair oils or lotions.

Mr. Deputy-Speaker: Why should the hon. Member refer to things which he does not use?

Shri Kamath: May I, on a point of clarification, ask you, Sir, whether we should talk of things which we ourselves personally know and not of things which we have heard from wise elders like you?

Mr. Deputy-Speaker: There are other persons who are using them and let them have an opportunity.

Shri Kamath: They may not be able to speak; therefore I speak for them lest they should not get a chance to speak. So, I say, not merely on the experience of several friends here and outside but on the authority of the

Supreme Court judgment, that toilet preparations must have no restriction as regards use in the same way as medicinal preparations. Medicines and toilet are clubbed or lumped—whatever word you prefer—together so far as constitutional rights and privileges are concerned. Here is SCR 1951 at pages 1716 and 1717—Bombay State *versus* Bulsara.

Coming to my second amendment, I may, by your leave, make a slight change—a minor verbal change—in the amendment. Amendment No. 3 reads like this:

That in the proposed new clause 12A—*add* at the end:

> "and such notification shall issue on the very day on which this Act shall come into force, in respect of......"

Here I want to add the word "such" and it will read:

> "......such spirituous preparations as are already in use."

During the debate on the Bill in this House on the 1st of August I believe Shri A. K. Gopalan and myself referred to certain preparations, indigenous as well as non-indigenous, drugs, *asavas* and *arishtas*, B. G. PHOS and other medicines which were referred to in a Supreme Court case. We tried to make it clear that exemption should be given to these drugs, *asavas*, *arishtas* and such like preparations which contain alcohol—might be 4 per cent., 6 per cent. or 8 per cent—but they have been held to be not deleterious to health. Even the Constitution under the Directive Principles of State Policy under Article 47 seeks to prohibit the consumption of only those intoxicating drinks and drugs which are injurious to health. I would say, Sir, that without such a safeguard, a Bill of this nature is contrary to the spirit and letter of the Constitution and may be held to be *ultra vires* later. I do not like to go into that now because the Supreme Court is there to adjudicate upon that issue. But, I would suggest here that on the day the Act comes into force, whatever that date may be, on the same day a Gazette notification must issue specifying or stating what spirituous preparations—medicinal, toilet, scientific, industrial and such like—should be exempted under this new clause. Otherwise what might happen is, let us say that the Act comes into force on the 1st of January, 1956, and if no notification is issued by the Central Government or the State Governments—there is an amendment seeking to empower the State Governments to issue such notifications; I do not know whether that will be accepted, but if that is accepted, some State Governments will issue notifications under this new clause—on the 1st of January and instead it is issued on the 1st of February, or, say 10 days after 1st of January, then during this interregnum of 10 days, 15 days, one month or 2 months, the citizens who may carry these *asavas*, *arishtas*, drugs and medicines of that kind and spirituous preparations required for medicinal, scientific, industrial purposes, from say, Delhi to Bombay where prohibition is in force might be hauled up at Dadar or some other prohibition outpost by the prohibition police. They may search these citizens and harass them which would be against the spirit of this law—not only against the spirit of our Constitution but also against the spirit of this law—because the Government seeks to exempt certain preparations but unfortunately because the notification is not there in time, because there is delay in the issue of notification citizens are liable to be harassed. There would also be room for corruption which we seek to avoid.

Therefore, Sir, I would only request the hon. Minister, the House and my hon. colleagues to appreciate the content of this amendment which is entirely in line with the amendment which has been made by the Rajya Sabha. Unfortunately there is a lacuna and due to a little forgetfulness or by oversight this point did not strike the other House but this hiatus must be made up here; because, otherwise, without this notification being

[Shri Kamath]

there if the Act comes into force on a particular date, between the date of the enforcement of the Act and the date of the notification which may come later, innumerable citizens may be harassed, arrested by the police and also detained because they carried spirituous preparations like *asavas, arishtas* and other medicines which are not injurious to health, which are required for medicinal purposes and which have been sought to be exempted by this amendment. Because of delay, because of procastination if the notification is not issued on the same date on which the Act comes into force, citizens are likely to be harassed and put to a great deal of trouble and inconvenience. I, therefore, suggest that on the date the Act comes into force a notification exempting such preparations already in use must also issue. Subsequently, if new preparations are put in the market, that can take its own time, but with regard to those preparations which are already in the market, which are already in use by the people here or in any part of India, the notification must issue on the very day the Act comes into force lest citizens should be harassed, troubled, inconvenienced, arrested and detained by the police in those States where prohibition is in force.

I commend my amendments to the acceptance of the House.

Shri G. H. Deshpande: I was not very happy to learn that in the Rajya Sabha this amendment was accepted. In my opinion, this amendment would put difficulties in the way of successful implementation of the prohibition policy. I hope the hon. Minister who has moved this has looked into the report published by the Committee which went into the question of prohibition and which was set up by the Planning Commission.

I would request the hon. Minister to take into consideration a few facts. For instance, in Bombay there are many cases in which under the name of medicines so many things were imported. Just now my hon. friend Shri Kamath who comes from Madhya Pradesh spoke on the subject. I would like to give him one information with regard to Madhya Pradesh. In Madhya Pradesh, very recently, a thing happened like this. The Medical Council has removed the name of Dr. Virdi, a leading medical practioner of Raipur from the list of approved medical practitioners for a period of 12 years for the alleged sale of 12,000 pounds of unrestricted and 6,000 pounds of tricted tinctures.

Shri Kamath: I know it. It was not for selling *asavas* and *arishtas.*

Shri G. H. Deshpande: These things are going on in many States and if we will amend the Bill to this effect then under that pretext there will be a great scope for mischief and it will be a handle in the hands of those who want to undo prohibition. I would request the hon. Minister to make three things clear. One is, whether Government are prepared to undertake that this will be allowed only in very, very exceptional cases. The next point is, this thing should not be allowed to be imported into a State when the State does not want its importation. Before allowing this particular medicine to be taken over to a particular State, the views of that State should be taken into consideration, and the views of the State concerned should prevail. The third point is, only in very, very exceptional cases this will be done and when it is done, it should be immediately placed on the Table of this House. I would like to know the reactions of the hon. Minister to these three points.

Then, I would like to read a portion of a letter from the Prohibition Minister of Bombay. It says:

> "Even now, vaids and others who have even no knowledge of ayurveda have been making and importing so-called ayurvedic medicines which contain mainly alcohol for potable purposes with ayurveda labels on the bottles".

So, this thing is going on even now in Bombay today, and if the amendment is accepted, there will be more scope for mischiefs of this type. I would request the hon. Minister to take into consideration all these aspects and see that the hands of State Governments will be strengthened for the effective implementation of prohibition and to see also that nothing will be done which will come in the way of prohibition.

Shri Gadgil (Poona Central): It is the considered view of the Prohibition Minister of Bombay that this particular power which is sought to be taken is not necessary. I endorse that view. Secondly, if at all the Government thinks that such a power is absolutely necessary, I would suggest that before any notification is published, the State Governments should be consulted and a notification should be finalised only after consultation with the State Governments, though not with their complete approval.

Then, in giving exemptions the Government must see that the use of medicinal wine is not so extensive that it ultimately becomes a medicine to eliminate prohibition itself! If that were to be the result of the use of this power, then certain States which were fighting very hard for successful implementation of the policy of prohibition will be very much handicapped as was suggested by my friend Shri G. H. Deshpande. The power, when taken, is bound to be used, and more often abused, and especially when it is a power in relation to alcohol, it is likely to go to the head before anything else can happen. So, I want to utter a word of caution. The recommendations of the committee appointed for the purpose of reviewing the country's position with respect to prohibition are about to be published. I hope that in the light of those recommendations the use of this power will be restricted in such a manner that the taking of this power, instead of opening the door wider for sabotaging the policy of prohibition, would be a a sort of instrument of support for that policy of prohibition, and be used only in exceptional cases. I am sure that the suggestions made by Shri G. H. Deshpande and the suggestion made by me, namely, that the State Governments ought to be consulted before any notification is issued, will have the right type of response on the part of the Government.

Shri M. D. Joshi (Ratnagiri South): I have given notice of two amendments—Nos. 1 and 4. This Bill was taken up at the fag-end—almost at the last minute—of yesterday. So, I was not able to move them formally. I may be allowed to move them formally now.

Mr. Deputy-Speaker: Yes; amendments 1 and 4 may be moved.

Shri M. D. Joshi: I beg to move:

(1) Page 5, line 14—

after "section 3" *insert*:

"or to issue notification under section 12A".

(2) That in the proposed new clause 12A—

for "The Central Government" *substitute* "The State Government".

Shri Punnoose: I beg to move:

(1) That in the proposed new clause 12A—

for "The Central Government" *substitute* "the State Government".

(2) That in the proposed new clause 12A—

after "The Central Government" *insert* "or the State Government".

I am happy that the Rajya Sabha has succeeded where this House has failed, in making a wholesome amendment. I think our elders have greater influence on the Ministry than this House. We argued on the last occasion that some protection must be given to the ayurvedic medicines. It is not a few—three or four medicines—but a large number of medicines that can come under the mischief of this

[Shri Punnoose]

Act. I am not worried that my friend over there is unhappy about the amendment, because I am aware that thousands of people in my part of the country will be happy that such an amendment has been accepted.

Now, I want the Government to come forward and really implement the spirit of the amendment. It has been suggested that one should proceed with very great caution in granting exepmtion. One suggestion is that the State Government concerned must be satisfied before an exemption is allowed. For example, I shall mention Delhi in regard to that suggestion. The Delhi Ministry should be convinced that ayurvedic medicines with me, in my handbag, are efficacious before I am allowed to take them into Delhi. It is a very difficult proposition.

An hon. Member was speaking about the so-called ayurvedic medicines. I am not speaking about the 'so-called' ayurvedic medicines; I am speaking about ayurvedic medicines. It may so happen that people may fill bottles with alcohol and label them as 'water'. Will the hon. Member suggest that water may be prohibited saying that you cannot take water, because it is so-called water containing alcohol? So, such total prohibition is absolutely wrong and it will not succeed. But what we really want to prohibit should be prohibited and other things should be left out. Therefore, I want to welcome the amendment moved by Shri Kamath, that a large number of medicines now being used may be exempted altogether from the date of the implementation of the law.

Along with that, one should consider whether power should be vested with the State Governments to give exemption. I do not in any way want to cry down the efficacy of the Central Government. Really big men are there. But it becomes a very big job. to make them understand the difficulties of a particular State or of the people in a particular part of India. Therefore, for example, the best judges with regard to Travancore-Cochin or Madras, would be the respective State Governments. You lose nothing; the efficacy of the law is not lost, if this power is shared with the State Governments. Therefore, either the power to grant exemption must be given to the State Governments or it must be shared with the State Governments if the spirit of the amendment is to be carried out. Therefore, I support Shri Kamath's amendments and also commend my own amendments for the acceptance of the House. I know that there are spurious preparations, but they are not in fact largely sponsored by ayurvedic physicians. The same report which was referred to by an hon. Member has said that Ministers of his party are patronising the sale and distribution of those drugs. So, let him find out the thief hiding somewhere in his own home instead of taking cudgels against ayurvedic medicines.

Shri Dhulekar (Jhansi Distt.-South): I welcome this amendment and support it wholeheartedly. In the last session, when this Bill was before the House, I had pleaded that certain ayurvedic medicines such as *asavas* and *arishtas* which contain self-generated spirit should not be taken in large quantities to produce the results which wine produces. I had also appealed to the Government that the Government should prescribe the standard which a particular medicine —ayurvedic medicine—should attain. So far as I know, in a medicine, the self-generated spirit cannot rise above 6 or 7 per cent. Therefore, I had requested the hon. Minister previously that the Government notification which might exempt these medicines should also declare that all ayurvedic preparations which contain self-generated alcohol should not contain more than 7 or 8 per cent., whatever their scientific advisers may tell them. For instance, some say that it should be 12½ per cent. But I would not go into that matter, because I am not a scientist myself and therefore I leave the matter to the scientific advisers who should give proper advice to the Government. If possible, it should be laid down that spirit which is self-generated and which does not go higher than a particular standard should not be considered as a spirituous liquor under this Act. With these observations I support the suggestions of Mr. Deshpande. I would like the House to know that crores of people are today having the benefit of ayurvedic people.

If the Bombay Government has been wise enough to ban everything, that does not mean that the Bombay Government should impose its wisdom all over the country. I have been to Bombay where prohibition has been extended; I have found that people are trying to produce ayurvedic medicines which are spurious, whereas in Uttar Pradesh where there is no prohibition we can find ayurvedic medicines of a standard which is not found in Bombay. You will find that several peolpe who are good will also become bad if you put temptations before them. Why put temptations before the people and say that every ayurvedic medicine which contains self-generated spirit is wine? I have told the House before in the last session that I would challenge anybody to take a bottle of *asav* or *asokarist* or any other *arishta;* he would find that it cures so many diseases. Therefore, to say that ayurvedic medicines are used as liquor is wrong. Of course, some spurious medicines under the cover of ayurvedic medicines are there and they should be banned.

With these observations, I wholeheartedly support the amendment that has been placed before the House and I hope that my friends will not oppose it.

The Minister of Commerce (Shri Karmarkar) *rose—*

Shri M. D. Joshi: I require only two minutes.

Dr. Jaisoorya (Medak) *rose—*

Mr. Deputy-Speaker: I cannot go on extending the time to half an hour. I will give 2 minutes to the hon. Member, Dr. Jaisoorya.

Dr. Jaisoorya: As far as I am concerned I would like that some commonsense should be exercised and a realistic view of things be taken. Prohibition is certainly a very fine thing. But in a certain State where there is prohibition, one can get any amount of alcohol if only one knows where to buy it, how to buy it and if one has the money. Recently a young Raja told me that he bought very good booze through the kind though unofficial offices of the prohibition police itself. We are dealing with medicines and not wines. In medicine, for instance, you cannot preserve anything in liquid form unless it has 8 to 12 per cent. of alcohol. Certain other things require a greater percentage, but they are rare. If you want to get drunk of medicines which contain alcohol for preservative purposes, you will have to swallow a gallon of that medicine and you will fall seriously ill, not due to the alcohol, but due to the medicine. Therefore we must keep a certain amount of realism in all that we do.

Shri U. M. Trivedi: What about gallons of tinctures?

Dr. Jaisoorya: About these tinctures, they must be allowed only in small quantities. But now gallons of it are manufactured and stored. Why only tinctures? There is chloral hydrate which is hypnotic and it is given in hospitals to induce sleep. But tons of it are being sold in the name of washing powder. The amount of chloral hydrate that is being sold to give a kich by adding to Toddy is enough to make the entire population of India go to sleep every night and still you do not prohibit it.

Mr. Deputy-Speaker: Sleep during night is normal, but the question is about sleep during the day.

Dr. Jaisoorya: It is not for the whole of India. What is being sold in Hyderabad alone is so much. I am only saying that we must use some commonsense to see what is essential and what is not essential. For instance, doctors—thank goodness, I am not practising—have complained that they cannot get ordinary methylated spirit

[Dr. Jaisoorya]

because of so much of red-tape about methylated spirit, which you do not drink but which you use for stoves for lighting fire. I am told that even qualified surgeons experience any amount of trouble in getting surgical alcohol. This is not good. Mr. Punnoose was speaking for his State, but I say that the Centre should have a clear-cut scheme throughout India. Let us adopt a clear-cut scheme. That is what we want. Do not impose too much of red-tape by means of laws.

Shri M. D. Joshi: As already advised by my friend, I will use only commonsense in this matter. I speak subject to the background mentioned by my hon. friend Shri Deshpande and Shri Gadgil who have preceded me. They have pointed out the dangers to which the prohibition policy would be exposed. I shall very briefly quote from a letter from the Finance Minister of Bombay for the information of my friend, Shri Dhulekar.

Shri Dhulekar: Bombay Government have committed a mistake.

श्री कामत : बहुत टीक कहा ।

Shri M. D. Joshi: This is what the Finance Minister of Bombay writes:

> "Even now Vaidyas and others who have even no knowledge of Ayurveda have been making and importing the so-called ayurvedic medicines which contain mainly alcohol for potable purposes, but with ayurvedic labels on the bottle. We also seized a lot of so-called homoeopathic bottles imported from Bhopal, which were nothing but alcoholic preparations to be used for potable purposes."

We know, in the name of medicine, for example, this tincture gingiberis what an amount of havoc is done to prohibition. If my hon. friend Shri Dhulekar thinks that this amendment is *amrit* for him, it is *visha* for me.

"विषमप्यमृतं क्वचित् भवेत् ।
अमृतं वा विषमीश्वरेच्छया ।"

as Kalidasa put it. What is nectar to him is poison for me. Therefore, I very humbly submit that the amendments which I am going to move....

Mr. Deputy-Speaker: No question of moving now. The hon. Member has got only one chance.

Shri M. D. Joshi: On which I shall speak afterwards.

Mr. Deputy-Speaker: There is no "afterwards".

Shri M. D. Joshi: Then I request that my amendments (Nos. 1 and 4) may be accepted.

Shri Karmarkar: I should first like to deal with the amendments that have been moved both yesterday and today. Regarding my hon. friend Shri Kamath's amendment regarding toilets, what are purely toilet preparations are not covered by this Act. Unless there is an amendment, the provisions of this Act would not apply to them.

Mr. Deputy-Speaker: Do toilets include alcohol?

Shri Kamath: Yes, some; that is what I have mentioned.

Mr. Deputy-Speaker: Cannot a person dispense with them?

Shri Kamath: This Act applies to them too: carrying or transporting them to say Bombay.

Shri S. S. More (Sholapur): This Act applies to spirituous medicines.

Shri Karmarkar: Eau de cologne is such a well-known preparation. Government will give its consideration to this. My hon. friend has taken us into confidence and assured us that he does not use any toilet preparation containing spirit. If he has any other suggestion, he may make it to the Government and they will be considered.

Regarding the other point that he made namely, that our notification containing exemptions for any other items under this Act shall issue on the very day this Act shall come into force, it is not practicable. Naturally, after this Act is passed, we shall have to frame the rules. That would require some time. It would require time to consider the items. They will have to be carefully gone into so that the very objective of this Bill may not be vitiated.

There have been some amendments that have been proposed by Shri Punnoose to substitute the State Government for the Central Government. Either he would like to substitute the State Government in the place of the Central Government or he would like to have the State Government also. This Bill has been brought to assist the various Prohibition States. More States may take to prohibition. The provisions of this Bill, as the House can easily realise, are relevant only for the Prohibition States. Therefore, it is much more convenient to have the power in the Central Government rather than give it to the States. The Central Government will be able to consider all points of view in respect of any exemptions to be granted under this Act. The Central Government will be the relevant Government to consider as to what cases would arise relevantly under this Act, apart from the fact that this is a Central Act. Therefore, it would be convenient for us to deal with this question rather than the States.

I do not want to take the time of the House, any longer on these amendments. I beg to oppose all of them.

Shri Rane (Bhusaval): Will the Central Government consult the State Governments?

Mr. Deputy-Speaker: The State Governments will send their suggestions and they will be considered.

Shri Karmarkar: In order to shorten the time, I did not elaborate that point. Naturally, the question arises whether we would do anything by this Act which in any manner places any impediment in the way of the Prohibition States. It is at the instance of the Prohibition States that we have taken up this measure. It would not be proper to do anything to impede the progress which they want to achieve in the matter of prohibition. For instance, clause 15 makes it clear that nothing in this Bill shall affect the validity of any provincial Act or State act for the time being in force or any rule, regulation or order made thereunder which imposes any restriction not imposed by or under this Act or imposes a restriction greater in degree than any corresponding restriction not imposed by or under this Act on traffic in any spirituous preparations within the territories of the State. That sufficiently safeguards the interest of the Prohibition States. Whenever we take up any article to be exempted under the provisions of this Act, it hardly needs any assurance. If one is necessary, I am prepared to give it. We shall always consult the State Governments in the matter. The Central Government have no intention at all to take any decision which they are convinced would jeopardise the effective administration of the Prohibition Act in the States. I think that is all I need say on this point.

Shri Kamath: On a point of clarification, may I ask whether the exemption under the new clause will come into force on the very day that the rules come into force, if not the Act?

Shri Karmarkar: I would not like to bind myself in any manner, especially when Shri Kamath is concerned. It is not practicable. I wish my hon. friend appreciates that when an Act comes into force, one of the first things to be done is, we shall take any representations in regard to exemption into consideration. Naturally, we shall have to take action as early as possible. It is not possible; nor is it necesary to make the two dates, the date of the notification and the date of the publication of the rules concurrent. It does not matter either.

Shri Kamath: Not possible with such a big machinery?

Dr. Jaisoorya: I want to know whether it is the intention of the Central Government to lay down generally uniform laws for all the States.

Shri Karmarkar: Regarding Prohibition?

Dr. Jaisoorya: About this present Bill.

Shri Karmarkar: Regarding each question as it arises, certainly yes. In Delhi, my hon. friend knows that everything is free at the moment.

Shri Kamath: The Act applies to all spirituous preparations including toilet preparations. He said it does not.

Shri Karmarkar: According to me, such of them as do not contain......

Shri Kamath: This Bill applies to all. Please see clause 2.

Mr. Deputy-Speaker: He has invited the hon. Member to give his suggestions.

Shri Kamath: The Minister has misunderstood.

Mr. Deputy-Speaker: I shall put the motion to the House.

This question is:

> "That the following amendment made by Rajya Sabha in the Bill to make provision for the imposition in the public interest of certain restrictions on inter-State trade and commerce in spirituous medicinal and other preparations and to provide for matters connected therewith, be taken into consideration:
>
> **'New Clause 12A**
>
> That at page 5, after line 16, the following new clause be inserted, namely:—
>
> 12A. *Power to exempt*: The Central Government may, by notification in the Official Gazette, and subject to such conditions as it may think fit to impose, exempt any spirituous preparation from all or any of the provisions of this Act on the ground that the spirituous preparation is ordinarily required for medicinal, scientific, industrial or such like purposes'."

The motion was adopted.

Mr. Deputy-Speaker: Now, I shall put the amendments. Amendment No. 1.

Shri M. D. Joshi: In view of the assurance gievn by the hon. Minister, I do not press it.

Mr. Deputy-Speaker: Now amendment No. 2. The question is:

> That in the proposed new clause 12A—
>
> *after* "medicinal" *insert* "toilet".

The motion was negatived.

Mr. Deputy-Speaker: We want voices and not noise.

Shri Kamath: Volume.

Mr. Deputy-Speaker: Then, amendment No. 3.

The question is:

> That in the proposed new clause 12A—add at the end:
>
> "and such notification shall issue on the very day on which this Act shall come into force, in respect of such spirituous preparations as are already in use."

Shri Kamath: Aye.

Mr. Deputy-Speaker: Order, order. He is saying "Aye" in such a loud voice. There must be a limit to this. It is not as if I am deaf or the hon. Members are deaf. No hon. Member should use such a high pitch. Does he go on talking in this way?

Shri Kamath: Sometimes I do. It is Nature's gift.

Mr. Deputy-Speaker: I am here to decide on the number of voices: not on the pitch of the voices. Of course, the pitch of the voice must be moderate. Normally, whenever an hon. Member speaks, he ought not to be too low lest I should ignore him or he may fail to catch my ear. But this loud voice too is no good. I allowed him once or twice. He is enthusiastic; he is highly emotional. I won't allow this to be repeated riding roughshod..

Shri Kamath: This is perfectly reasonable.

Mr. Deputy-Speaker: We have heard and the House has heard the sample —not once, but twice—of the high voice that he can raise. Hereafter, the number of voices count.

Shri Kamath: What the voice should be like is not defined in the rules.

Mr. Deputy-Speaker: I am here to regulate the decorum in this House| I cannot allow the hon. Member to shout, to make it impossible, and to go on like this. It is not as if it were impossible....

Shri Kamath: How did I make it impossible?

Mr. Deputy-Speaker: Laughing stock. This kind of noise makes this not an assembly of any importance where serious consideration ought to be bestowed.

Shri Kamath: I have as much keenness as you do with respect to the consideration and importance. I am sorry to see you....

Mr. Deputy-Speaker: What I say is this. Let him not lose his temper like this.

Shri Kamath: You are losing your temper.

Mr. Deputy-Speaker: What I am saying is only this. It is the naturalness of the voice when I say "Aye" or "No"....

Shri M. L. Dwivedi (Hamirpur District): Mr. Deputy-Speaker, if you tolerate such sort of behaviour on the part of Members, then it is very objectionable.

Mr. Deputy-Speaker: The hon. Member knows too well that I am not accustomed to tolerate too much. What I am saying once again to the hon. Member is this. It is enough if the voice is of such a pitch that the Speaker and the other Members of the House catch it. It need not be too low. But it is not on the pitch of the voice that I will decide, and therefore let us have serious consideration of the business of the House. I am not attributing anything wrong to any hon. Member. I am aware every hon. Member is serious, but sometimes I am sitting here and I find an hon. Member unwittingly exceeds the normal rules, and therefore I just remind him of that. Therefore, let the pitch not exceed too much but be enough for making that item to be noticed or that voice to be noticed by the Speaker.

Those in favour will kindly say "Aye".

Some Hon. Members: Aye.

Mr. Deputy-Speaker: Those against will kindly say "No".

Some Hon. Members: No.

Mr. Deputy-Speaker: The "Noes" have it. The amendment is lost.

The motion was negatived.

Mr. Deputy-Speaker: Amendment No. 4.

Shri M. D. Joshi: I do not press it.

Mr. Deputy-Speaker: Then, No. 5.

The question is:

That in the proposed new clause 12A—

for "The Central Government" *substitute* "The State Government".

The motion was negatived.

Mr. Deputy-Speaker: The question is:

That in the proposed new clause 12A—

after "The Central Government" *insert* "or the State Government"

The motion was negatived.

Mr. Deputy-Speaker: The question is:

> That at page 5, *after* line 16, the following new clause be *inserted*, namely:
>
> "12A. *Power to exempt.*—The Central Government may, by notification in the Official Gazette, and subject to such conditions as it may think fit to impose, exempt any spirituous preparation from all or any of the provisions of this Act on the ground that the spirituous preparation is ordinarily required for medicinal, scientific, industrial or such like purposes."

The motion was adopted.

Mr. Deputy-Speaker: The new clause 12A is carried. This House also concurs with the Rajya Sabha in making this amendment.

Shri Kamath: That should be put to the vote.

Mr. Deputy-Speaker: The Minister may formally move it.

Shri Karmarkar: I beg to move:

> "That the amendment made by Rajya Sabha in the Bill be agreed to."

Mr. Deputy-Speaker: The question is:

> "That the amendment made by Rajya Sabha in the Bill be agreed to."

Those in favour will say "Aye".

Some Hon. Members: Aye.

Shri Kamath: Aye.

Mr. Deputy-Speaker: Those against will say "No". There is none.

The motion was adopted.

Mr. Deputy-Speaker: Shri Kamath is very often sweetly reasonable.

MOTION *RE*: FLOOD CONTROL PROJECTS IN SECOND FIVE YEAR PLAN

Mr. Deputy-Speaker: The House will now take up discussion on the note on Flood Control Projects. The discussion will continue till 3-30 today. Of course, whatever remains—five hours have been allotted to this—will go over to tomorrow. At 3-30 the discussion on the Railway Transport situation will start. Shri Nanda.

The Minister of Planning and Irrigation and Power (Shri Nanda): I beg to move:

> "That the note on flood control projects for inclusion in the Second Five Year Plan be taken into consideration."

This problem of floods in the country is exercising the minds of the people of the country and of the Members of this House. This problem has several aspects which have great importance and interest and could be discussed with great advantage. For example, there is the question of relief, adequacy of relief, organisation and methods that are being employed for this purpose, the question of enlisting better co-operation in relation to relief etc. But I take it that this House has chosen to concentrate its attention on issues arising out of the note on flood control projects for inclusion in the Second Five Year Plan. This is being done in pursuance of the wishes of this House.

We are going to consider during these hours the programme that we may undertake, the measures that may adopt for the purpose of combating the hazards of floods in the country to the maximum extent possible.

I shall say a few words about our recent experience in connection with floods. It has a bearing on the question that is now before the House. Last year several areas in the country experienced floods of exceptional intensity. Harrowing details of what happened in various parts of the country came through, and the mind of the nation was powerfully affected. After personally witnessing the widespread, and large-scale devastation in the country, in Assam, Bengal, Bihar, U.P., I came to this House and placed a statement on the Table of the House. I placed before the House a programme. That programme which I presented to the House was in three parts. There were three phases of it. I am reading from that statement of September 3, 1954: The programme of flood control is divided into three phases:

> "*Immediate*: The first phase will extend over a period of two years. This period will be devoted to intensive investigation and collection of data. Comprehensive plans will also be drawn up and designs and estimates prepared for short-term measures of flood protection. Some measures such as revetments, construction of spurs and even embankments may be applied immediately in selected sites.
>
> *Short-term*: During the second phase, which may be taken to start with the second year and would extend to the 6th or 7th year, flood protection measures, such as embankments and channel improvements will be undertaken. This type of protection will be applicable to a major portion of the areas now subject to floods.
>
> *Long-term*: The third phase will relate to selected long-term measures such as the construction of storage reservoirs on tributaries of certain rivers and additional embankments wherever necessary. This may take three to five years more."

This was the programme. And then I acquainted the House with the difficulties that had so far been experienced in making headway with our flood protection programme. The major difficulty which impeded progress was that we had not got sufficient data. We had data about rainfall but not enough, in certain cases not even that. But a much more important, or equally important aspect of it is the hydrological data about run-off, about the discharges in the rivers. An equally important aspect is about the condition of channel of the rivers, about the topography of the flood plains. Regarding all these things which have a very intimate bearing on our efforts to devise sound co-ordinated programmes we had not enough information. This was hampering our progress. And I assured the House that without any delay steps would be taken to make up this deficiency. I also promised the House that an adequate organisation would be set up. I come back now to give account of what has been done. And in all humility I may say that although the figures so far are not such as to make a very great effect on the flood problem immediately, I have the feeling that what has been done is reassuring and heartening.

1 P.M.

I may explain the position now in a few words in regard to organisation which is a very important part of our work. In the course of a month or two after that statement, the Flood Wing of the CWPC was set up. It is a fairly comprehensive set-up. The Central Flood Control Board and about 11 Flood Control Boards in the States with their technical committees were then set up. We have in the Flood Wing, for instance, 75 technical officers at the Centre and about 180 in the States, besides supervisors, draughtsmen etc. So much about organisation.

About data, I shall give briefly a few figures. The Survey of India made an all-out effort. Aerial photography to the extent of 28,000 square miles has been done. Field levelling, equal to normally what is being done for all the projects in the country otherwise has been done. This has all been done at the level of the Centre. The States also have been doing some work in this connection. Then, 200 gauge and discharge sites have been provided. Arrangements have been made for silt observation. And our neighbouring Himalayan

[Shri Nanda]

countries also have helped us in this matter. So far, 6 additional gauges have been set up, and many more are going to be set up in course of time. This is the position regarding two aspects of the matter, namely organisation and data.

So far as the actual construction work is concerned, I shall give a few figures. The number of miles of embankments completed was 335 miles in the Ganges basin, and 350 miles on the Brahmaputra and its tributaries; the total is about 685 miles. Earthwork has been done to the extent of 80 crores cu. ft., plus another 20 crores cu. ft. in raising marooned villages in the Uttar Pradesh, making a total of 100 crores cu. ft. The total number of towns protected from erosion is 12. An expenditure of Rs. 5½ crores has been incurred up to about 39th June, 1955, 400 villages which are subjected to flood risks have been raised. Then there is the question of designs, preliminary and preparatory work etc. I need not go into all those details. A good deal of research had also to be developed, and hydraulic models used for studying the designs in complicated cases.

These are just a few cold figures. But behind them there are living facts. There is, for example,—I may be excused for using that expression—the romance of Dibrugarh. There was a time in the course of the last year when within just a few months the work had to be completed. And all this has been done when what had been attempted before had been washed away, and we had doubts as to whether it would be technically feasible at all to protect that town, of which one-sixth had been practically washed away in the course of a year. It was being swallowed up inch by inch, or I should say, foot by foot, and there was acute apprehension and fear as to the fate of that town. Then we sought the help of all who could contribute anything towards the solution of this problem, and all technical expert advice in the country and abroad was brought in, and something was devised, some new measure was designed. Then, we had doubts as to whether the work would be completed in the course of the same season or whether the same fate would overtake it as before; so, day after day, we had to watch the progress of the work. And there were a number of difficulties stones were not being quarried in sufficient quantities at some stage. But it is something which warms my heart to be able to tell the House that the town has been saved, and that the protection works have stood the floods very well. This—I may express it in a few words—is the triumph of team-work; it is a victory of team-work. The research people, those who designed, the engineers who were placed on the spot, the various departments and machinery of Government, the railways, and the military, all combined and co-operated, and in the course of that season, the object was achieved. On this occasion, when I am dealing with the engineers, I may say that I know their faults; those faults are being displayed quite prominently, and properly also; there should be nothing hidden, if there is any drawback or any shortcoming, let every body know that; but their virtues, their work, and their achievements also should be made known to the country. On behalf of the Irrigation and Power Ministry, I am prepared to say on this occasion that we should be proud of our engineers in this country.

Then, there was Kosi. Here also, there was doubt whether in the course of one season—because the season also started very late—anything would be possible. But the people came forward. There were doubts whether there will be any labour available there to do the work. But the people of that area flocked in large numbers, and they gave us the assurance of their help. And in large numbers, people in the rural areas, and peasants, not accustomed to this kind of labour, came forward, others also came from all parts of Bihar offering *shramdan,* they came from all parts of Bihar at their own expense, That was the spirit of the people. Still, at several stages in the course of the season, doubts were raised as to whether we would be able to bring those embankments to a sufficient height to save them from being washed away. No answer could be given at that time except in terms of hope. But now the answer has been given by the behaviour of those embankments during this season; and that answer has been a very satisfactory answer. Of course, nobody expected that this big problem would be solved in one season. But our reports show that as a result of these works, large areas have been freed from inundation even in this one season, and rich crops are being raised in those areas where Kosi used to come and in one sweep destroy everything.

The same experience was there in regard to the Chitauni bund in Uttar Pradesh. Already, protection has been secured there for large areas. In Kashmir again, I have seen the work personally. Just in one severe winter, the work was done; there also, it was the people's participation, that enabled the work to be carried through in a very short period. This is all about work that was done during the last season.

For the current season, the programme is as follows: aerial survey to the extent of 22,000 square miles, levelling to the extent of 11,600 miles, further gauges to the tune of 130, embankments to the extent of 1000 miles, town protection including completion of the areas taken up earlier, for 16 towns, 2000 villages to be raised, and in the case of Orissa, closing of all breaches, and raising of existing embankment levels wherever required. This will mean that about 2000 square miles of area will be protected from inundation. This is going to be the work for the current season, *i.e.* before the programme for the Second Five Year Plan starts.

Now, I come to the programme under consideration. I may first offer a word of explanation. The figures given here, and the proposals here do not represent the decisions of the Ministry or even the recommendations of the C.W.P.C. They are just proposals of the States representing their needs and what is their view of the possibilities.

These normally have to go through a procedure and a process of examination. The C.W.P.C. has to vet them, to scrutinise them. They will come to the Central Flood Control Board. Then there may be a further examination by the River Commissions, and later on detailed designs, estimates etc. will be prepared. These things will have to go to the Planning Commission for allocation of funds. But why have I brought all this material before the House now? It is because this was the wish of the House, and properly so. Many Members may have to contribute something by way of suggestion. They know the areas; they have a vivid understanding of some of the problems in certain places. They may yeild very useful help.

I mentioned the Planning Commission and the allocations. The cost of the programme is: spillover—Rs. 15:2 crores and new schemes—Rs. 102 crores, making a total of Rs. 117·2 crores. Will it all be provided? I cannot say; I cannot anticipate. But I am quite sure, considering all that is at stake here, that funds will not come in the way. If anything can be done properly, provided there is a sound scheme which can justify itself in terms of benefits, in terms of results—it will not have to wait for funds. But how much we can actually do will depend upon various other things —the capacity to carry out these programmes, the extent of trained personnel we are able to gather etc. Now, our capacity has been increasing from year to year. But we have to bear this in mind that all this time there are other programmes also drawing on the same kind of resources, utilising the same kind of personnel. There

[Shri Nanda]

is this entire plan of the nation which sets limit; and priorities have to come into it.

I mentioned the amount to be spent. I am not going to give details of all these schemes here. Hon. Members have got this printed material and there has been, I am afraid, lots of it in the course of the session circulated. I am trying to interpret this programme in terms of figures; I hope I won't tire the House. I shall give the overall position. In regard to this amount of Rs. 117·15 crores, it is divided into about seven kinds of works. Embankments is the major part costing Rs. 68 crores, that is, 58 per cent; protection of towns Rs. 19 crores, about 16 per cent; raising of villages Rs. 4 crores—3.4 per cent; flood control reservoirs Rs. 16 crores—nearly 14 per cent; research and investigations Rs. 6.8 crores—nearly 6 per cent; tidal banks and drainage Rs. 1.5 crores, and flood warnings and miscellaneous Rs. 1.86 crores—these two together make about 3 per cent. All this involves earthwork to the extent of 1600 crores of cubic feet. And what will be the outcome of this programme? Lands saved, 14,530 square miles, crops saved, 12 lakh tons of foodgrains. I just gave an assessment of what will be the total effect of it. It cannot be easily reduced to percentages. But we have made some kind of an assessment and we believe that as a result of this work, about 50 per cent of the flood damage—losses—will have been met. This is the short-term programme to which I am referring now. There is also the long term programme. Later on, certain other works will have to be carried out. They will be mostly diversion works, detention reservoirs and storages of tributaries. That will take us further. in recovering the menace of floods. Still a residue will remain. As regards that residue, I cannot promise how long it will take; it will depend. These are the big rivers and to tame them and to harness them means storage of the excess waters. Now, this storage is a very costly process. If I remember aright—I have got a calculation made—if the Brahmaputra excess waters are going to be stored, it will cost about Rs. 300 crores. Now, we may do it some day; and will do it. It also applies to other storage works, of big dimensions. We will do it not just for the sake of flood protection; that may be too costly. We will take this up, for the sake of irrigation, for the sake of power, so that when irrigation and power and other benefits also arise and can be secured, flood control will be incidental. And then this high cost also can be justified. Hon. Members must have seen the question was raised about dams in Orissa—more dams in Orissa. Now, Hirakud itself is going to bring about practically complete protection—complete in the limited sense, if nothing very much bigger happens later on. But after all those dams. But unless those dams are required for power and other things, we have not got the means. Thus the conflict between development versus dams comes in like this. Flood itself comes in the way of development; but protection against floods in a manner which will be out of all protection to our resouces comes in the way of development.

Having said this. I have given to the House the substance of what I had to say for the purpose of discussion.

I may, if the House permits me, take a little more time to explain the background of the problem, to explain the essential elements in it which, make it a problem of such gravity and complexity. I may also indicate the lines of solution which are available. Usually many people come to know about flood through reports of damage which come in papers. It is through the impact of that news that we really become alive to this problem—those who do not actually undergo that experience. I have figures about the losses worked out for a period of five years 1950-54 (both inclusive). Total damage is Rs. 176.11 crores, houses and property, Rs. 35 crores, cattle Rs. 2 crores, damage to crops

Rs. 108 crores and damage to public utilities Rs. 31 crores. Against this, there will be some benefit of floods—the fertilising effect. We have tried to calculate that. It is at the rate of Rs. 1-4 per acre as the manure added. But, that means about a crore of rupees a year recovered. I think it will possibly not be an adequate appraisal of the benefit because we will have to find out the additional value of the new crops as compared with the average crop which may be grown and which may be more than that. That does not, of course, make any great difference to the fact that a huge loss occurs annually. This year's losses have been greater still. The average area affected by these floods is 102 lakhs of acres. the average population affected in these five years is 30 million people. These are the direct losses. There are indirect losses which it is very difficult to calculate, they are suspension of economic activities, dislocation of communications, far-reaching and extensive consequences arising therefrom. There is the expenditure incurred, in addition, on relief and rehabilitation. The total figures before me for these years are about Rs. 25 crores, of which more than half are loans. I think more than half of these loans cannot be réalised and have to be written off. If we take all these together, it may mean a net loss about Rs. 35 crores to 40 crores a year.

There is another aspect of it which, at any rate, influences my mind very greatly and that is the non-material aspect, the intangible aspect of it. How can we render it in terms of money? It is incapable of monetary appraisal. The number of lives lost is 1,100 according to the figures before me during these years, and cattle lost 87,600 and Sheep 1,42,5000. I am now touching on the intangible aspect, not the business aspect of the matter, the sufferings of the people, the agonies which they undergo, the sickness that follows, the impairment of health of numbers of people uprooted from their places and living in a state of terror day and night. There is no sense of security in the minds of the people and life is dislocated for months. If it were just a limited problem affecting a few people it would be different, but this is a very extensive problem, and many people are exposed to these risks. The total area liable to inundation in the entire country is about 40,000 sq. miles or 250 lakh acres of which the 4 States in the border of the Himalayas account for 75 per cent. As a general average, 14,000 sq. miles are affected annually. The total population living in these areas of floods and subject to inundation is 40 million people of whom more than 75 per cent. are subjected to frequent and repeated floods.

I have said enough to convey the idea that it is a very serious problem. But it is not a simple and easy problem. It is a very complex problem, exceptionally difficult. The factors that operate in the causation of the floods are so uncertain. For example, the channels are capable of dealing with a certain volume of flood water normally but if suddenly very high floods come, we can visualize the consequences. This happens because the rainfall has no evenness about it; there is no normal uniform pattern about it.

Shri Algu Rai Shastri (Azamgarh Distt.—East *cum* Ballia Distt.—West): No planning about it.

Shri Nanda: Nature has its own planning and we cannot try to pry into its ways. What happens? In certain places, if you compare the actual rainfall with the average rainfall, the rainfall in one season may be two, three, four or even six times. I had collected figures to show that as against 2 inches of average rainfall it was 6, 8 or even 10 inches. You will find this information in some of the pamphlets that have been circulated. These extraordinary variations

[Shri Nanda]

mean mal-distribution of rain. If there were more even distribution, people would have adjusted themselves to the situation. This is one part of it.

If it were only one portion of the catchment area which is subject to this excessive precipitation it would not be a serious matter. Sometimes when misfortune dogs the steps of people, and when the whole catchment area is subjected to this kind of excessive rain, and all the rivers in that region swell, it becomes impossible for the channels to carry that water. The surplus water spills out. This is what happens because of excessive rainfall.

Then, the character of the rivers themselves becomes another problem. The character of the river changes and places where there have been no floods, where there has been no inundation becomes in the course of years exposed to flooding. Rivers change their course. Take the Kosi for example. It has travelled 75 miles. They say it will travel back if we do not come in its way. I think we will effectively come in its way and stop its unwanted travel.

Man makes his own contribution to the problem. There is the man-made intensity of floods. We interfere with Nature. Any extra water has to find its way. But we come in its way and settle ourselves in its way by building structures and buildings. For all that we cannot blame the rivers. What we are doing we are not doing wisely. We are constructing embankments, roads and bridges, in a haphazard way.

An Hon. Member: Railways.

Shri Nanda: Railway too. We have not looked at the problem in that way. Adequate waterways, enough culverts have to be provided. These embankments and structures do undoubtedly interfere with the flow of water and aggravate the problem. That is a problem which is equally important and which will have to be dealt with also with the same sense of urgency.

Then there is the technical aspect of it. It is not enough to have an embankment. My friend Dr. Satya Narayan Sinha is not here. He has been telling me that embankments built in one place have led to a worsening of the situation in another place. That is no solution. There should be a co-ordinated scheme. Particularly where there are many small rivers, the repercussion of a paticular measure on related areas has to be taken into account and that means a great deal of study, investigation and very careful planning. We may have a solution in general terms but there may be difficulties for specific schemes. We know that we can deal with the problem of flood waters in rivers coming from the Himalayas. But we cannot locate those reservoirs; they cannot be in our area. The location depends on many other factors. We are going to grapple with the problem as vigorously as possible, but let us not forget that it has got enormous complexities which will have to be dealt with.

Then, the question of maintenance. What is the use of embankments? Greater trouble comes if these embankments are not properly looked after. People are lulled into security. One day there is a breach and then the losses are unimaginable. The reservoirs too may silt up. So, the complications are numerous.

I have given some idea of what we are up against. What is the solution for this? Other countries have also made efforts. We have their experience: we have our own experience. Protection is the very first thing that will occur, We must put a wall make embankments so that water does not spill over. These are called marginal embankments or dykes. This is the direct means of flood protection. All the drawbacks of the dykes are there and yet no country which has once started erecting embankments had done away with them. embankments may go on higher and higher; still they have been there. Revetments etc. present erosion. That is the second part of it. We may raise the level of the villages in order that they may escape from the effects of these floods. These are protective measures.

Then, secondly, control—measures for control of flood. Protection means that the water comes, the flood is not being checked but you are going to protect yourself against the floods, against the effects. In the other case we try to control the flow of water so that the level does not rise too high. This may be achieved by storage reservoirs. There is another way which have been tried in China very much and in some other parts also. This is construction of detention basins for storage for a short time. Fairly large areas are taken up and some little bit of a bank is raised; it is just for the time because these floods except under certain exceptional circumstances come and go in the course of a few hours a day or two or three days. If we have managed to store that water temporarily for two or three days in one place then as we find that more water is not coming, we take it out and let it flow. After it is so let out, people can go in and cultivate those lands in those places. But they have to vacate that place immediately it is necessary for the purpose of storage.

We divert water into diversion channels. Take for instance, Kosi. A part of the water we are going to divert into old channels also; that will reduce the quantity of discharge and flow. But in actual fact it is not just one measure which will be sufficient. It is to be a combination of all these according to the circumstances. Both storage and embankments and also detention basins. These are the two types of measures.

The third is prevention. As was pointed out, we wish we could do something to prevent the excess of nature. I do not think that so far we have found the means of calling a halt to the flight of clouds and diverting them from one part to another. May be, human ingenuity and science may come to our rescue there also but today it is not so. But there is a way for better land use. We know that the aggravation of the flood risk arises because of the large amount of silt which comes along with the water, along with the current, raising the bed of the rivers. The situation has worsened today because of deforestation. Therefore, one preventive measure will be the proper conservation of the soil and proper schemes of afforestation.

There are other ways also *e.g.*, enlargement of discharge capacity of the river by widening and deepening it. Then it will have greater capacity to accommodate more water, to carry more water.

Then, the third method of prevention is which I mentioned before; keeping and guarding the flood plain from all encroachments so that all these other complications do not arise. These things have not been attended to. It is not possible to have all these things in a year or two. Meanwhile, flood risks have to be faced. The way to do that is to face them bravely and along with courage to have proper ingenuity in dealing with it. Therein comes the question of flood prediction flood forecasting a flood warning system on the one side and on the other side, a proper organisation afoot, which will start functioning immediately the situation arises so that people know in advance and prepare themselves and vacate the places if necessary. In the present circumstances this is more important than other things because if we are warned in time, we can organise ourselves and I think a good deal of damage can be avoided. For this purpose, so far as we are concerned in our Ministry, this system of forecast and warning is

[Shri Nanda]

being developed. It will mean possibly—it actually does mean—not ordinary ways of transmission of messages but radio, wireless and various other devices; they will have to be pressed into service. This flood warning system and safety organisation is an important part of the work and we have to develop it quickly. Finally, what comes out of all this? Our approach to this problem is this. I must make it very clear that in this approach we are adopting, we have a very clear recognition of the limits of our action—the limitations of the effectiveness of the works that we are undertaking. Let there be no misconception created that with all these things—anything—that we do, within a year two or even five or ten years, absolute immunity from flood risk is going to be created; that is not possible.

Take the experience of other countries. Take, for instance, America where hundreds of millions of dollars are being spent every year. Take China, of which we hear so much. Last year, there were floods there; this year there were floods in America and damage to lives and properties was caused on a very large scale. So, the point is this. Even if we have gone to the utmost limits and provided against all possible floods of the dimensions that we know from our past experience hitherto, next year the floods may break all the records. This year it may be that a flood has broken all records. We cannot expect that since this year it has broken all records next year it is going to be a bit milder. It may be a flood which may not have come for a century or for a thousand years. One cannot anticipate. We may have provided to the fullest extent for all risks on the basis of our past experience. But next year it may be something which may be incomparable with any of the floods for the past so many years. This makes it so uncertain and so there is no absolute immunity. Therefore, all the time we are to be ready to take other measures of safety against the actual occurrence of floods.

I have humbly explained that there is no tall claim being made but we are certainly going to do all that is possible. All the investigations and collection of data which would be the basis of our programmes is going to be most energetically pursued. There is data scattered in the States. All of them will be integrated. All those things which can be done quickly, will be done without any loss of time and in the meanwhile this full co-ordinated programme is being developed and will be carried through. There, the co-operation of many people in the various States comes in. I may here pay my tribute to our neighbours who are co-operating in a measure that does require recognition and appreciation from us—Nepal, Sikkim, Bhutan, Tibet. They are setting up river gauges, rain gauges and wireless stations.

At the end I may only just express this hope that while we are engaged in this work in the next few years nature will be kind to us and give us breathing time.

Mr. Deputy-Speaker: Motion moved:

> "That the note on flood control projects for inclusion in the Second Five Year Plan be taken into consideration."

There is an amendment by Shri S. N. Das.

Shri S. N. Das (Darbhanga Central): I beg to move:

That for the original motion, the following be substituted:

> "This House having considered the note on flood control projects for inclusion in the Second Five Year Plan, while appreciating the efforts of the Central Government for having set up an organisation at the Centre to deal with flood control measures, recommends that all possible steps be taken to help the State Governments concerned in the matter."

Mr. Deputy-Speaker: Amendment moved:

That for the original motion the following be substituted:

> "This House having considered the note on flood control projects for inclusion in the Second Five Year Plan, while appreciating the efforts of the Central Government for having set up an organisation at the Centre to deal with flood control measures, recommends that all possible steps be taken to help the State Governments concerned in the matter."

Now, the point is, we will have to begin the other item at 3-30 P.M. and possibly we have 1¾ hours today for discussion. This is in the nature of a resolution and, therefore, 15 minutes will be normally allowed to hon. Members except when they stray away—of course, this is flood and nobody can control—the time allowed will be 20 minutes at the most.

Shri S. L. Saksena (Gorakhpur Distt.—North): It must be half an hour.

Mr. Deputy-Speaker: No I can't give half an hour. I can't extend the time. Normally it will be 15 minutes and I cannot make any exception except that when Members stray away I will give at the most 20 minutes.

Now, I have received as many as 18 chits. I have tried to put them down in some order. I do not know how to begin. I am thinking of starting like this: Assam, Orissa, Bihar, West Bengal, Andhra and so on. Shall I start in the order of the occurrence of floods. Bihar started first and then Orissa came. Uttar Pradesh also will come in. Therefore, I will start with Assam. After Assam we will go to Orissa and then to Bihar. Then we go to West Bengal, Andhra and then Madhya Pradesh or Uttar Pradesh.

Shri U. M. Trivedi: Sir, I would request you to bear in mind—these are places where there are floods and I have my own sympathies for them—that the present position in Rajasthan is that the Government is trying to bring about floods in that State.

Mr. Deputy-Speaker: I would like to have some floods in Rayalaseema; I have no objection. Now, I will call hon. Members one after the other.

Shri Lakshmayya (Anantapur): Will Andhra be taken last, Sir?

Mr. Deputy-Speaker: Andhra will come up first because it is 'A'.

Now, we start with Assam. There are a number of Members coming from the same area. Therefore, I will start with one Member from each State and then call another group of Members. Members from areas which are not affected by floods will also be called.

श्री विभूति मिश्र (सारन व चम्पारन) : मैं एक बात कहना चहता हूं । उत्तर बिहार में जो फ्लड आया है उससे हर जिले में भिन्न भिन्न प्रकार की समस्यायें पैदा हो गई हैं । इसलिए हर जिले के एक एक आदमी को बोलने का मौका दिया जाय ।

Mr. Deputy-Speaker: I think Shri Hathi also would like to speak.

The Deputy Minister of Irrigation and Power (Shri Hathi): Yes, Sir. I might intervene if you could give me some time, say 15 minutes or so, today.

Mr. Deputy-Speaker: All right. I will call him before 3-30 P.M., say at about quarter past three o'clock.

Shri K. P. Tripathi (Darrang): I join my voice with the hon. Minister in congratulating the Ministry as well as the engineers who fought very hard indeed and saved Dibrugarh. As a matter of fact it was a race against time because it was quite clear that if it could not be done in one season it could not be done at all. At that time there was to be co-ordination between transport, railways, labour, schools, colleges, Government of India, State Governments and all this was possible to be brought about.

Shri Velayudhan (Quilon *cum* Mavelikkara Reserved-Sch-Castes): What about the military?

Shri K. P. Tripathi: Even the military was marshalled at some time and the result was that although it seemed for some time that the battle was almost lost it was not actually lost and we did succeed indeed in preventing Dibrugarh from being flooded away. You have heard, Sir, that this year the water level in Dibrugarh rose higher than last year and yet Dibrugarh was saved. The reason was that, in the meantime the Government had succeeded in putting up spurs which really diverted the real current away from the town for more than 300 feet so that although the water runs through the town the speed is not enough to wash it away. Therefore, the town has stood, and we, the people of Assam, have felt a great deal of gratification and gratitude to the Government of India and the engineers.

But, the problem before us seems to be staggering indeed because the hon. Minister himself said that 75 per cent. of the flood occurs in the north and that is due to the rains which fall in the Himalayas. If you see the map of India you will find that Himalayas spread on the west from Uttar Pradesh to Assam on the east. All this is rain belt and if you compare the rains of the entire world you will find that the maximum rain falls in Assam. It is for this reason that the rivers of Assam are of a peculiar nature unlike anywhere alse in the world. I had the chance of visiting the Tennessee Valley and I had also the chance of visiting some of the flood embankment works in China. I tell you, the rivers of Assam do not compare with the rivers at other places in the same way. The reason is that in Assam during the rains there is hardly any rivulet—which dries up in winter—which does not become as full and flooded as you can imagine. The smallest rivulet in Assam becomes a river and the space which it has to traverse before it goes and finds its level in Brahmaputra is very short. From a very high level it goes to the level of Brahmaputra. It has tremendous speed and if it finds the bank in its way like a razor it cuts away the bank and there is no way of preventing it. It is due to this that from time immemorial all these rivers have been cuting the edges of the banks and it is not possible to prevent erosion. Therefore, in Assam flood is connected with the phenomenon of erosion. Everywhere there is erosion and flood together and it is for these reasons that anybody who wants to tackle the flood problem in Assam will have to tackle both these problems, resulting in high cost.

The Government of India have come forward with a scheme of 400 miles long embankment of the Brahmaputra. How this will succeed I do not know. We are hopeful that our engineers would be able to find a solution. But, may I tell this House that I am rather sceptical about it because of what happened in the meantime due to the last earthquake. What happened was a great deal of silt was brought down by the tributaries of Brahmaputra and Brahmaputra has been silted. There are places in Brahmaputra where more than 8 feet or even 16 feet of silt has been deposited inside the belt. The result has been that the amount of water which has to be carried by Brahmaputra can no more be carried. Therefore, with the slightest volume of rain the flood comes in. Then, all the tributaries are held back so that there is flood in the tributaries also. This pushing back of the tributaries is a new phenomenon and it is very interesting that the tributaries have also silted. Take, for instance, the Subansari river. It is like a river floating on earth. It has no bed, no banks, so that whenever the water comes, it swings like a rope from one side to the other. I was told about the Kosi that it was like a machine in which water goes on swinging from one side to the other, and then swings back again. It is the same thing with the Assam rivers, and the situation has become more acute after the last earthquake, so that most of the rivers have become shallow. How this problem is to be solved, I do not know. Sometimes we think of dredgers. It is said that dredging is also a terrible problem, because if you dredge in one place, it may take only a few seconds for the other part to get filled up. So, there is the terrible volume of silt which is carried by this river. There was a dam formed by this silt just after the last earthquake, when large quantities of silt were carried by the river, and even fish died in millions. There was also so much of wood carried or wafted down by the river that you could walk from one end of the river to the other, across the river, on the wood. The river at places is seven miles wide when flooded. So, that is the terrible position. I think those people who have been there have also seen it. I agree with the Minister when he says that there is not only one solution for this problem. There have to be combinations of solutions. What has happened? There has been *jhooming* in the hills, and a shifting of cultivation. So, the deforestation which has occurred has made it possible for all water, as soon as it falls, to come down sliding on to the plains. Therefore, the intensity of floods has grown. So, I agree that the first scheme is afforestation of the hills where the waters come in. I am told that the capacity of the forests to hold back the water is very great indeed.

The second problem, of course, is one of holding back water. I do not know whether the water detention reservoirs would be a success. I feel water detention reservoirs may be a success so far as the fording of rivers or crossing them is concerned. You may then regulate water so that too much water may not come. But I do not think it would be possible to control floods by mere water detention reservoirs except for a few hours or a few days. When I look at the map of North India, I find that it is a very big omission that not a single water detention reservoir or dam was built up for north India, but, obviously it is not possible because I do not find storage sites. Recently, the river Bharoli was investigated and I was told that it would be controlled. It has been under examination of the Government for the last eight or nine years, but now, it is said that there is no storage place. If we go up a little higher into the plateaus of the Himalayas, I am sure you will find very fine places. There are finer places on the Himalayas than most of the hill stations we have elsewhere. There is a place called, Rupa, where there is a perpetual spring. There is not much rain there but yet all the flowers and blossoms last all the year round. There are very good places, beautiful and spacious lawns, where it is possible to have dams. If we just look at the place where the plains join the hills, there, of course, we cannot get suitable places for dams, because there is a steep rise there, but beyond the rise, if you go along, I am sure you will be able to locate places where you can dam the waters. If you do not have some sort of damming, I am quite sure that the problem of floods in north India will never be solved. We are told that the amount of money which will be necessary would be very great indeed. I can speak from my own experience of the Tennessee Valley, but the problem is different here. Here, the tributaries have also to be controlled as a first step. I agree that Rs. 300 crores are necessary for the Brahmaputra to be dammed, but if you control three or four tributaries of the Brahmaputra, I have no doubt that the volume of water rushing in would be much reduced, and to that extent, it will be possible to have less flood. The Minister himself has said that there is no radical remedy for the floods, but less flood is better than more flood and we want to be in a region where there is less flood.

I may tell you that in collecting the figures of the national income in Assam, it was discovered that the *per capita* national income in Assam went down instead of increasing, in spite of the first Plan. So, what is the use of the Plan for us if we are to float and swim in the floods? True, we must have a scheme and it must be adequate. You have only a short-term scheme, namely, flood control, and embankment. The embankment merely raises the level of the water

[Shri K. P. Tripathi]

of the Brahmaputra. If you raise the level, what happens to the tributaries? The tributaries will be swelling behind and there will be flood on the other side. The other day, we had a discussion with the Department and we were told that the embankments will run through the tributaries to some extent. In that case, the tributaries would be forced to flow through that construction and the speed would be considerable, and therefore, there would be good silting at the mouth. It may be possible to prevent the water, but I do not know how far it would be successful, because, we are told that the capacity of water to carry silt is in direct proportion to its speed. If that be so, wherever the tributary meets the Brahmaputra, its speed will be less than the speed of the Brahmaputra. Therefore, there is bound to be some accumulation of silt. If silt is accumulating there, how would you prevent it? If you cannot prevent it, then obviously the mouth would be closed, and therefore, the river tends to by-pass in either way. The dam, thus, will be in danger. Unless there is some control of the discharge of water through the tributaries of the river, it is not possible to deal with the matter satisfactorily. It is no use merely having a dam and saying that this dam will prevent us from the floods. I, therefore, request the Government to reconsider this question. They have neglected north India so far as flood control is concerned and dams are concerned. They now think that it may be possible, perhaps merely by embankments, without any dams, to control these huge floods. I tell you that you are dealing with the most rainy belt in the world, and you cannot have a half-way house. The problem requires a solution unlike that in America where there is less rain. What is done, for instance, in America cannot be a solution for India where you are dealing with the highest rainfall in the world. Therefore, I request you again to reconsider the question. Even in the second Plan, it is for you to determine how it has to be done. You say that the State Governments should do it. How can the State Governments do it? It is a problem of such magnitude that even the Centre is finding it difficult, and if you say that the State Governments will have to do it, then obviously it would be beyond the capacity of the State Governments. They have no funds, no personnel and technique. Even the Government of India, with all its resources, has only a few experts in the line, and so, how can the State Governments do it? Therefore, it must be dealt with on a national basis. Dibrugarh was saved only because it was taken as on a national basis. Similarly, unless and until the flood control measures are taken on a national basis, so that all the resources might be marshalled together by the Centre and the State Governments, simultaneously, I have no doubt that it will never be controlled at all.

2 P.M.

The only scheme which I find is being considered in regard to the dams in Assam is about the Kapili river which is in the south. Though that place is also rainy, there is no problem of erosion, but there is the problem of floods. In the north, all the rivers have both the problems, and the Government have not been able to deal with them and they have not been able to get the data. I feel that they have not had that urgency which should be there. I have no doubt that if Government takes into account the sense of urgency that they showed in the case of Dibrugarh, they would be able to find some solution. In Assam, one-fourth of the land area, excluding the hills, gets into floods every year. So, you can find out what amount of damage is done. After all, in Assam, the main income is from agriculture, and 50 per cent of the production of India is from the agricultural sector. I have no doubt that it will be 60 per cent. If every year 25 per cent. of this 60 per cent is wiped out, or is in danger, we can find out how we can advance and how the national income can rise.

Therefore, I would request the hon. Minister to bring some urgency into the matter and take this entire problem as a whole and not take it piecemeal. Don't say "we are building embankments and that would be sufficient". I would request you to use all the methods which you have suggested, namely, detention reservoirs, dams, afforestation and even dredging, particularly near the mouths of rivers. Only if you take all these measures, it will be possible for us to become somewhat prosperous, along with the other parts of India. We have a feeling that we have gone back, rather than gone forward, after the first Five Year Plan. This is an unfortunate situation and it needs all your care and attention, particularly the attention of the Planning Commission as well as this Ministry, so that this feeling may be wiped out. The only way in which it can be wiped out is to bring a sense of urgency both in itself as well as in the provincial Governments with all its technical personnel and finances. The Government say that so far as dams which have been built in middle India, South India and West India are concerned, they are sufficient. Obviously we were thinking that dams would be our lot also. If it is said that so far as the earlier parts are concerned, they have got dams already and so far as the new parts are concerned, we need not bother about it, then we must say it is not fair distribution. It is unfair distribution. When dams were built in one part of India, we agreed to it because we felt that a time would come when dams would be built in our part of the country also. But we are told, "There is no need for dams in your part of the country; you do not deserve it". Therefore, I would request again the hon. Minister to give serious consideration to this matter, so that real flood control measures may be taken. I have no doubt, after my experience in China, America and other parts of the world, that the real flood control measure is only through dams. If these dams are not built in Assam, I am quite sure that there is no power on earth which can tell us, "you are safe from floods here". There are rivers in Assam which change their courses in one hour. At this time it may be a docile river, but the very next hour it is in floods and you cannot cross it. If there is a detention reservoir, the result will be that you will be retaining a volume of water so that the crossing might be easy; but detention measures cannot prevent floods because in Assam three major floods occur in one year. Therefore, it will not be possible for you to control the floods by mere detention measures, unless they are real dams which can store a large quantity of water.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri K. P. Tripathi: I would rather suggest that your dealing with the problem should be on the basis of catchment areas. You have to map out the entire catchment area and find out what is the amount of water which flows; then you should be able to find out how much can be stored and how much is to go down. I agree with the hon. Minister when he says that when the railways and roads were built, no proper care was taken to find out what was the total discharge in those areas. This is one of the major reasons why these floods occur. Therefore, you have to find out what is the discharge necessary in one catchment area; you have to map it out and find out the amount of culverts necessary. This has never been done. I am glad that the railways are now taking some steps to find out the amount of discharge necessary annually, so that they might increase the size and number of the bridges and also the culverts. If these were done with regard to the roads also, it will be nice. Therefore, I request that when you find out the amount of discharge, you will have to study the catchment area and find out what is the actual amount of water which flows down that catchment area. It would not be beyond human ingenuity......

Mr. Deputy-Speaker: The hon. Member must resume his seat now; I have given him sufficient time.

Shri K. P. Tripathi: Thank you. With these words, I resume my seat.

Shri Lokenath Mishra (Puri): I will straightaway come to the subject. I come from a constituency which has been very recently stricken by flood and I can say from personal experience what a flood means. The House knows that Orissa is a poor State; its poverty is proverbial, mainly due to floods. At the same time, I can say that our floods do not present as grave a problem as the floods in Assam. In fact, the vagaries of nature and the uncertainties of the Himalayan rains are so tremendous that any planning against floods in Assam is a measure which is beyond human intellect.

An Hon. Member: It is not correct.

Shri Lokenath Mishra: So far as my State, Orissa, is concerned, the floods are not so much due to the cruelty of nature as to the cruelty of man.

I will now illustrate my point by saying what happened in the recent floods. This time, of course, the floods came and they could not be controlled. But it was due to the Hirakud Dam that people were careless about the floods; because of that carelessness Government did not take care of the embankments and they were not watchful about the danger points. So the floods came. The most devastating area centres round a place called Dalaighai, which is situated in a protected area. The people were careless because they were in a protected area. To my mind, the rains that come down the plains and cause floods are not an unmixed evil. We know that floods are given by nature and they have their good side as well as bad side. Yet, we have to protect ourselves against the floods. But what we did was this. By our own intelligence and in our over-anxiety, we have insulted nature, which it does not brook. Therefore, when we start controlling floods, we must have some humility and we must realise that in spite of our efforts, there will be dangers which must be braved by brave men. With that background I should say that first of all we must see that the rain waters are 'socialised'. What I mean is this. We should see that the rains which come down to the plains are distributed all over the country as much as possible; it should be widespread. That is to say, we must make the best use of the rains. This we are not doing at present.

I am not against embankments, but having got the embankments, we must be watchful. In Dalaighai what happened was that the water level was raising, but nobody took care of it. The people were prosperous and they did not care. So, Nature came; the floods came and there was devastation. Therefore, even when we resort to embankments we must not too much bank on them and yet we must take care to see that they are properly maintained. Now, I will come to my own constituency itself. There were two breaches in my constituency. I made enquiries; they should not have suffered from these breaches. The people knew where the weak points were. They brought the matter to the notice of the P.W.D. authorities. But the experts in their expert knowledge, said, we are sure there will be no breaches. But, two days later, the breaches occurred and the people were helpless.

Whenever we go to a flood-stricken area, the most distressing thing that touches us, or at least touched me, is, how poor these people are that they cannot stand this distress for even 2, 3 or 4 days.

Mr. Deputy-Speaker: Have there been similar discussions in the various State Assemblies?

Shri Lokenath Mishra: I do not know.

Shri S. L. Saksena: In U.P. there has been.

Shri B. C. Das (Ganjam South): Not in the Orissa Assembly.

Shri Lokenath Mishra: Floods, to some extent, big or small must come. But, how poor the people are that they cannot even bear the distress for 3 or 4 days.

The second point is, how badly the villages are located. As soon as the floods come, all the houses break. From the reports, the Government should have seen that in my constituency, though there have been no casualties of men and animals, houses have collapsed. Houses are built on low lands and as soon as flood water comes, all the houses are broken: not only the houses of the poor Harijans, but also the houses of the so-called high middle class people. That shows that we must take great care about the location of villages and rearrangement of villages. This has another merit which has to be considered. In our parts, there are some big villages and round about each, there are patches of small villages, with about 10 or 20 houses or even 5 or 6 houses. If they are Harijans, there are 2 or 3 families living. When the floods come, first the Harijans are washed away, because they live in one or two houses and they are located in the worst part. Therefore, my first point is, before we plan any protection works for floods, we must see where the villages should be located and how they should be re-arranged. That should be the first consideration in connection with flood protection. If that is done, people will be protected in their houses, and will be safe. They do not worry very much when the lands and fields are flooded; when their houses are washed away, they become helpless.

There are only three items for Orissa included in the Second Five Year Plan for execution. The hon. Minister has said that there is one dam at Hirakud and no other dam either at Tikarpara or Narj is necessary. I was a Member of the Assembly, when the Hirakud dam was discussed, I speak subject to correction, these three dams were discussed together. We heard that not only this one dam at Hirakud, but two more dams are to be built.

Shri Nanda: May I interrupt the hon. Member for a moment? I never said or meant to say, at any rate, that there would be no more dams constructed there. What I wanted to convey was that construction of costly dams will have to be based not only on the considerations of flood protection, but it will also be subject to the consideration of other points. The moment they become ripe, certainly they will be included also.

Shri Lokenath Mishra: I did not say this as a matter of complaint. We are very grateful to this Ministry and the Government of India that they have given so much fraternal and anxious care when we are in trouble.

Shri B. C. Das: Question.

Shri Lokenath Mishra: Once we take up construction of dams, they all go together. We are now having a dam at Hirakud, which will be completed next year. We are told that that dam would save us a great deal. But down below the tributaries have brought down so much of water that we had the floods. This is a pointer that the Hirakud dam alone cannot give complete flood protection. We want dams below. That is a relevant point to consider. Simply for the sake of flood protection, we cannot have the luxury of two more dams. That is true. But, once we put our hands to dams, unless we build all the dams, the Hirakud dam itself may be in danger, because it will be overloaded. If it once gives way, the whole of Orissa will go into the sea. The point that I want to bring home to the hon. Minister is, although we are very grateful for having that dam at Hirakud, we expect that the construction of two more dams below will be considered seriously. They will not only be useful for flood protection, but also for other purposes such as generating power and irrigation, etc. These two dams will also yield the necessary results in terms of

[Shri Lokenath **Mishra**]

economy. In this Mahanadi belt, I am sure the Hirakud dam will go a long way in protecting floods. But, it would not be complete unless and until these two dams at Narj and Tikarpara are built.

Then, I should like to say that the problems of the coastal regions will not be solved by this. I belong to a coastal District. Unless there is an arrangement for draining out the flood waters or any water, for that matter, during the rains, there will always be floods in those areas. I would like to bring one matter to the attention of the hon. Minister. I have read it said in the books supplied by the Ministry and by the Parliamentary Secretariat that for flood protection, we must take advantage of places where there are natural depressions or natural reservoirs of water. There is one such in the Puri District, the Chilka lake. That lake receives a major portion of the flood waters of the Mahanadi. What has happened to that? It has become silted. It has become shallow. During these floods, what happened was, the little water that went into it made it overflow to such an extent that on the other bank of Chilka lake there was another flood. That means that the Chilka lake is not able to receive all the water. We have to see what could be done to improve the position in the Chilka lake.

There are declared channels. In our greeds, we are closing down all the declared channels for growing food. The Government does not care to see that the declared channels are left open. So far as the Mahanadi basin is concerned, the Hirakud dam must be completed. These two other dams also must be completed as far as possible. There must be a regular drainage system particularly into the Chilka lake. The lake must be dredged or dug deep to receive as much water as possible. Unless all these things are done, we cannot be safe from the floods in the Mahanadi basin. There are other parts of Balasore, the river Baitarani, and Brahmani etc. Nothing has been said about them in the report of the Government. There is no plan about them. My hon. friend coming from Ganjam said that he had no flood. Today, I saw in the papers that there was also flood in Ganjam, and in Keonjhar and some other places. There has also been a cyclone. Taking all these things together, I submit that we must take all the other rivers together, Baitarani, Brahmani, etc. I am told that another dam is necessary somewhere in Keonjhar. I am not quite sure about the place. Since we have taken to dams as a flood protection measure, as these dams have raised hopes in terms of prosperity and industrialisation, we cannot give them up. It is a question of money. I submit, the Ministry has been good enough,—and we are grateful for that—to take up this problem so seriously. They must give the country a complete picture as to what they are doing,—it may be five, ten or 15 years—and by that process we can develop a mentality to stand against the ravages of nature and to bear the brunt of floods as and when they come, the human part having been done. We must ask the people, and the people will be ready by themselves to stand for these lessons that come from nature.

Mr. Deputy-Speaker: I would like to know who are all the hon. Members coming from North Bihar.

Pandit D. N. Tiwary (Saran South): I come from North Bihar.

Shri L. N. Mishra (Darbhanga *cum* Bhagalpur): I come from North Bihar.

An Hon. Member: Eastern U. P. is the most affected.

Shri Barman (North Bengal—Reserved—Sch. Castes): West Bengal is there.

Mr. Deputy-Speaker: After Bihar, Bengal and then U.P.

Shri Sivamurthi Swami (Kushtagi): In the South there are some floods.

An Hon. Member *rose*—

Mr. Deputy-Speaker: Orissa I have called. I am coming to Members of all the States.

Shri Raghavachari (Penukonda): In the South also there have been floods.

Mr. Deputy-Speaker: In the South, the difficulty is want of water.

Shri Raghavachari: Overflow also.

Shri Lakshmayya: Water difficulty is only for Rayalseema, not for Andhra.

Mr. Deputy-Speaker: Dr. Sinha.

Dr. S. N. Sinha (Saran East): The floods in our country especially in the north-eastern region have become gradually, during the last few years, more and more devastating. Concretely speaking, they have thrown a challenge to our economic resources, to our organising capacity, and to some extent also to our human feelings. As we have seen, a few days ago reports from Orissa indicated that there was loss of human life also due to starvation. I think it is an insult to our intellect that in this second half of the twentieth century we could not reach any remote area where people had been isolated due to the floods.

Of course, this challenge has been taken very seriously by the Central Government, and on behalf of the Government by our hon. Minister Nandaji. He is handling the situation correctly and with great tact, for which we coming from North Bihar especially, are very much grateful to him.

This fight against the floods needs a good deal of skill, besides bravery and expenditure. So far as the functions of our Central Government are concerned, I have no complaint, but we cannot pay the same compliment to the same extent to some of the State Governments. What has surprised me most is an observation which I have seen in this booklet "Floods in India—Problems and Remedies" which we received yesterday. On Page 18 we read about Samastipur, about which our hon. Minister has also mentioned a few words, but I will elaborate it because it throws some light on a very intricate problem. By the way, that is the constituency of our hon. Minister for Parliamentary Affairs which has suffered most during the last few weeks, and since he is not going to speak and tackle their problem, I will represent his constituency also here, so far as the floods are concerned.

So, here we read on page 18:

> "Samastipur, a town considered to be safe from floods, has also been badly inundated this year due mainly to the sustained flooding in the Burhi Gandak for 16 days against the maximum of 7 days last year, the heavy spill of the Bagmati entering the Burhi Gandak and *the incomplete construction of the embankment* on the right side of the Burhi Gandak.
>
> Crops over an area of about 13 lakh acres have been damaged. About 38 lakh persons have been affected and the number of houses damaged is over 30,000. There has been no loss of human or cattle life."

What I could not understand in this report is about this incomplete construction of the embankment. So far as we know—and I have verified this point also during my last visit to the place only last week—two embankments were built, one from the side of Muzzafarpur towards Pusa and another from Khagaria to Angarghat, and in between a gap was left of about 30 miles which has become something like a bowl in this region. Naturally, the engineers of the Central Government warned the State that it would be a wrong thing to begin the embankment from the western side towards the east and that it could not be completed in one season, and if it was not completed, it would have devastating results on Samastipur. In spite of this warning

[Dr. S. N. Sinha]

that embankment was built, and also from the eastern side due to some political influences. It is a very bad thing that for political reasons some embankments are being built in spite of the warnings given by the Central Government.

Shri Lokenath Mishra: In your State?

Dr. S. N. Sinha: Yes, in my State it has been built in the district of Muzaffarpur which has affected the constituency of our hon. Minister for Parliamentary Affairs. That is why we say, and justly the people of that area say, that this flood is a man-made flood. Nature has not to be blamed for that because we knew it beforehand that if that embankment was built this would happen. The warning was there in writing by expert engineers. In spite of this that embankment was built, and due to that the devastating results have occurred in the Samastipur area and a large number of people have suffered. They say, and rightly say, that it is a man-made calamity and not made by nature. So, we have to take a lesson from this.

Why was it done? It was done because there were two influential people on both sides, and in between our Minister for Parliamentary Affairs was absent from his constituency and he did not know what had been happening there, and for that reason these plans could not reach him in time. Knowing the problem of North Bihar, I will emphasize this point still more. If it can happen to the constituency of the Minister for Parliamentary Affairs, what will be the position of back-benchers like myself?

Shri Nanda: I am sorry I have not studied the political aspects of floods in detail.

Dr. S. N. Sinha: I am pointing out that it should be studied, and as far as possible political considerations should be eliminated if they are taking place anywhere. That was my point No. 1.

Mr. Deputy-Speaker: Are floods used as instruments of oppression or instruments of attack? Are they diverted?

Dr. S. N. Sinha: Yes, they have been diverted elsewhere. If embankments are wrongly built in a place, then the flood waters inundate the places which are further up.

Mr. Deputy-Speaker: The political idea is to inundate the place?

Dr. S. N. Sinha: Not political areas, but due to the political influences of certain people this embankment was built from both sides and in between a bowl was created where this water reached. Otherwise, there is no question of water reaching the Samastipur area. So, what I was going to emphasize—the other point—was that from the States we have not very much hope, at least in this area of North Bihar. We have much more hope in the Central Government.

That is why I will put forward as a backbencher another question also, and that is about the erosion on the banks of the Ganges between Chupra and Sonepur. Here are two rivers, as you will see in the map. One is the Sarayu which falls into the Ganges, and the other one is the Gandak, which also falls into the Ganges after about 22 miles. The central point is Dighwara. A lot of erosion has taken place here. Land was very fertile in this area, very good land, but it has not been put in this Second Five Year Plan. I have not seen it at least. I have seen about Chupra, a little, but not making Dighwara as the centre because there it is the main problem of erosion which can be eliminated with very little cost, and it will bring much more gain to the people in that area. So, that is the second point about this erosion, and if the Central Government takes up that task also, it will be done in a much better way.

Speaking about the whole of North Bihar, I can say that there are very few people who have studied this question so thoroughly as one engineer, Shri Chatterjee. He has lived in that area for quite a long time: now, he has retired no doubt. He has gone back to Calcutta but any time his services would be available to our Government free of charge even. He has lived in that area for many years and whatever he has written about it after close observation has occurred. I knew him from my childhood, because he was building one embankment at a place very near my home. I have seen with what great interest he built that embankment which is useful even today. He was the one man who warned that in North Bihar if embankments were built in certain places, they would go against the interests of the people. We raised this question once in Patna. That engineer was called, a meeting took place with the present engineers of the State Government, but in order to discredit him, they did not follow any of his advice.

This is a matter which should now be considered by the Central Government. Some engineer might have built the Sukkur Barrage. I have no doubt about its usefulness and I am proud of it. But he may not be able to build another embankment in North Bihar, and even if he does it, he may build it at a wrong place. Just as in medicine, if you consult some more engineers as you do with doctors it does not do any harm; rather it does some good. Shri Chatterjee gave a few lectures on this subject sometime back in Patna. Typewritten copies of them are available and that will give a correct picture of the whole of North Bihar and also show what benefit one can derive by following the correct procedure about building of embankments.

I do not wish to take much time of the House. But in the Second Five Year Plan some provision must be made for the Samastipur area from the long range point of view. If instead of thinking in terms of a few towns, we devote our attention to a whole area and study its problems, we will achieve better results. Speaking about the country as a whole, we find that the fight against the floods has taken a very good turn —whether it is in Orissa, in Bihar, Assam, or let us say in Andhra, all of us are affected by it, because the country is one. It is, therefore, immaterial whose needs are greater. The work should be undertaken where it is immediately needed. From this point of view, I say that whole intelligence of the country and all the available economic resources should be directed to fighting these floods.

I would conclude by saying that the more we fight against these natural disasters, natural calamities, the more strength we need. And with greater courage we fight, forward we go, and the more forward we go, the more we have a right to call ourselves real men.

Shri Barman: I offer my grateful thanks to the Minister for Planning and Irrigation and Power. This is the first time we find that the Ministry places for discussion before the House projects for inclusion in a Plan. We the representatives of the people are possessed of commonsense; we do not understand the intricacies of these projects. They are matters for the experts. I am glad the hon. Minister has made a healthy departure in placing this matter for the consideration of the House. At the same time I hope that the discussion in this House will not go absolutely wasteful and I am sure that the points that will be made by several hon. Members who have first hand knowledge of the actual difficulties experienced by the people of the different regions inundated by the recent floods, will be taken into consideration by the Central Floods Committee, while planning the execution of several schemes.

This is not the first time that the hon. Minister is consulting Members of this House. He has from time to time placed statements on the Table of the House and also consulted Members of the flood-stricken States.

[Shri Barman]

While considering this subject one important fact has to be borne in mind. There are big States which have suffered a good deal on account of the area inundated by floods, such as Assam, Bihar, Uttar Pradesh and this time also Orissa. So far as West Bengal is concerned, after the Radcliffe Award it is only a small portion of that State that is really suffering year after year since 1948 by the devastating effect of the floods. Because in the truncated State of West Bengal, the bigger portion is not affected by floods, but only the smaller part which is inundated by floods, it escapes the notice of the people who look at things from a distance. I shall content myself by saying, without quoting figures from the statements supplied by the Ministry, that it is that small part of the country which has suffered the heaviest loss both as regards the loss of human lives, loss of cattle and loss of property. The House can imagine the magnitude of the loss, when I say that a small parliamentary constituency has suffered loss and damage to the extent of Rs. 7·50 crores, whereas it is much less in the case of other States. In the case of Assam it is Rs. 11.73 crores, but it is a vast area which was affected; so also in the case of Bihar and Uttar Pradesh. From this the House will realise that a small area has been the victim of the gravest calamity of floods in the year 1954.

The provision of Rs. 119 crores made in the Second Five Year Plan for the several States that are affected by floods is not too much when you consider the annual loss of life and property and of crops that happens due to these floods. I now want to place before the hon. Minister a few facts which I am sure he will take into consideration. So far as my part of West Bengal State is concerned, there is as yet no engineering project under consideration, except the building of certain embankments alongside certain rivers. The immediate scheme before Government, so far as West Bengal is concerned, is the protection of five major towns. These schemes no doubt are sound, because not only crores worth of property, but also thousands of lives would be saved by them.

But I should like to bring it to the notice of the hon. Minister that up till now, nothing has been done, so far as the rural areas are concerned. In fact, the figure of Rs. 7 crores that I mentioned in regard to damage to crops relates to the rural areas only. There is no doubt about that. So, the immensity of the loss can be easily guessed. There is already a feeling in the minds of the people in the rural areas that because the towns are populated by intelligent and advanced people the Ministry is taking notice of them, but so far as we, the rural people, are concerned, the Ministry is not taking any notice of us at all. I know that when a person is in a distressed condition, he cannot take an overall view of things, he is concerned only with his own distress and calamity.

So far as the towns are concerned, we know that one year has passed since the construction of the embankments. During this year also there have been floods, but the embankments that have been constructed have stood the test. So, one can very well infer that so far as the towns are concerned, whatever was necessary has been done. So, in the coming year, the Ministry should divert their attention towards the rural areas.

In the note that has been circulated to us, it is mentioned that there are two rivers which are very turbulent, namely the Tista and the Jorsa. But I should like to inform the Ministry, though it is known to them already, that there are other rivers also which are turbulent. All the rivers, big and small, are rushing down from the Bhutan hills and from Sikkim, and causing all these devastations. For instance, besides the two rivers that I have already mentioned, there are also the rivers Raydak, Samkos and Jaidhaka, which are equally causing devastation. Since 1948, these rivers have been causing devastation in the countryside in an extensive way. I therefore appeal that at least these big rivers should be controlled as much as possible, by the construction of embankments.

In this connection, I should like to mention one thing which I have noticed when the Central Ministry here and the Ministry in the State work side by side in co-operation. We have had very bad experience in this regard. The Ministry in the State thinks of certain plans, but it takes a long time to get those plans approved by the Centre. I might mention two instances in this connection.

In 1954, it was thought that embankments should be raised on the eastern part of the river Tista. But there was a tussle between the Railway Ministry here and the State Ministry on that matter. The State Ministry wanted that some spurs should be constructed so that the railway line running from Domohani to Barnesghat could be protected, and the parts lying on the eastern side of the river Tista may be protected from its ravages. But the Railway Ministry said that it was not their responsibility and therefore they were not going to construct any spurs there, and that if that railway line were inundated, they had another line which they could use. In this way, much valuable time was lost. Ultimately when the Railway Ministry did not agree to the construction of the spurs, the Ministry in the State decided to build a bund, but the work was begun so late that by the time not even half of it was finished, the rains came, and the railway line was devasted, the bridge on the P.W.D. road was also damaged, and a vast area was laid waste. Had there not been any such tussle between the State and the Centre, and had this work been taken up in the very beginning, much valuable property could have been saved, and the railway line also could have been saved.

A similar thing happened in this year also. There was a proposal by the State Government to raise the railway line——the second line or I should say the only line now——connecting Domohni and Chengrabanda which is the last station before going to Pakistan; they also wanted to raise the level of the P.W.D. road from Barnes to Maynaguri road. It was settled that these works will be undertaken. But a wire went from the Central Ministry to the State Ministry saying, stop, the scheme has to be further considered. Then, a high official from West Bengal had to run to Delhi, and after a month it was settled that the State Government's proposals were the only way to solve the problem. So, the scheme was accepted at last. But again the work was begun so late that even in this year, with the advent of the floods, the P.W.D. road has given way, and the same devastation has been caused once again.

I am mentioning these instances only to show that whatever schemes are thought of should be put into effect quickly. In our parts, as everyone knows, the rainfall is more than 150" a year. The rains begin early in June and last up to almost September. So, whatever is to be done should be done at the earliest opportunity, so that the project will materialise in time and property and life could be saved.

At page 9 of the note that has been circulated, it is stated that no projects have been decided upon in my area, because the data have yet to be collected. As I have stated already, only embankments have been constructed in my constituency. As regards the construction of embankments, we have got two opposing views. We know from experience in regard to the Damodar river, that the raising of embankments is not a permanent solution to the problem. The Ministry themselves have accepted this at page 9 of their note in a way, when they say:

> "All the embankments do not provide absolute immunity from the floods. They will ensure large measures of protection which, given good maintenance,

[Shri Barman]

should prove to be of a lasting character."

We know that so far as the Damodar river is concerned, the result of the raising of embankments has been that the level of the river-bed has risen; because the silt is not carried down the river, the level of the river bed rises higher than that of the countryside; and when there is high flood level in the river, some place in the bund gives way, and large devastation is called. That is one way of looking at things. It is true that these needs will have to be guarded.

But we should also remember what our Prime Minister had said in his press conference at Cuttack on September 23rd. This is what is reported in the papers under the heading 'High morale':

> "It was wrong to think in terms of putting too high walls around the river and make it run into the sea. It is silly. It may or may not protect. But it prevents the countryside from being benefited by the river floods which bring in silt deposits.".

Now, these are practically two opposing objectives. It is necessary that some solution should be found in this regard. For that purpose, I would suggest that from now on, our research section should take up investigation as to how both these objectives can be reconciled. That is to say, we shall have to build embankments, and at the same time, there should be some contrivances, by way of syphons and branch outlets for the flood water to reach the countryside, so that the countryside may on the one hand be benefited by the silt that is deposited by the river water, and on the other hand be protected also from the devastation of the flood waters. I submit that this thing may be taken up for investigation because if we take it up now, we shall find some solution some day.

Shri Sarangadhar Das (Dhenkanal—West Cuttack): With regard to floods, I may point out that during the last 100 years or so, there have been several theories. The theory of embankments held the field till about a quarter of a century ago, and it does even today. But about a quarter of a century ago, an eminent Englishman claimed that there should be no embankments and the water should be allowed to spill over to larger areas. But that was not accepted by Government at that time. I am speaking more of Orissa than of any other State. Then another eminent engineer, Shri Visveswaraya, spoke about reservoirs in the river, and following that suggestion, I believe, construction of the Hirakud dam was decided upon.

Shri B. Das (Jajpur-Keonjhar): Long after.

Shri Sarangadhar Das: The Hirakud dam was decided upon and we had a big volume like the Encyclopaedia Britannica on the Mahanadi valley project including Hirakud, Tikarpara and Naraj. At that time, while laying the foundation concrete of the Hirakud dam, the Prime Minister said that with the completion of this Mahanadi valley scheme, milk and honey will flow all over Orissa.

Pandit Thakur Das Bhargava (Gurgaon): Milk also?

Shri Algu Rai Shastri: Both mixed.

Shri Ramachandra Reddi (Nellore): With sugar also.

Shri Sarangadhar Das: It was very sweet to hear and even the common people in Orissa were enthusiastic over it, thinking that the three dams are going to solve all the problems of Orissa. Having said this, I return to what the Central Government have done with regard to the floods in U.P., Bengal, Bihar and Assam last year. At the same time, it was very wise for the Ministry of Irrigation and Power to call a conference and to form the Central Flood Control Board and request the States likely to be affected by floods to form their boards. I notice in the notes that

U.P., West Bengal, Bihar, Assam, Jammu and Kashmir, Madhya Pradesh and Hyderabad formed their Control Boards with their technical committees. But I know for certain, and the Minister at one time in reply to a supplementary question of mine last year, had said, that the Orissa Government did not consider the necessity of having a Flood Control Board. However, they came along later on and they formed their Board last March. In this case, I say that the Central Flood Control Board under the Ministry of Irrigation and Power has failed to do its duty. It has gone along and has been collecting hydraulogical data, meteorological data, run off and all kinds of data which, the Minister says, are essential. I agree with him. It is unfortunate that we did not have these data. It was a very laudable thing that last year a move was made to collect data. But why is it that these data are not necessary in the case of Orissa? Is it because the last flood that visited Orissa was in 1944 or 1945, about 11 years ago? Is that the way for any scientific organisation to look at a State or locality because there has been no flood for 11 years? A part of the country that almost every year prior to that period had floods is absolutely forgotten. I claim that the blame is more with the Government of Orissa, because it was for them to realise that Hirakud is not going to solve the problem of Orissa—the flood problem. They did not act. Then again, you have literature, all kinds of literature, very nice things written here; the ECAFE conference gives you ideas, your engineers themselves have discovered ideas. But I do not see any work being done by the Central Flood Control Board. with regard to re-afforestation and soil conservation. I know soil conservation has been given over to another board called the Soil Conservation Board. I am afraid our engineers are interested only in construction work—earth work or building work; they are not interested in anything else. So they have passed the baby on to another board to do it. But I ask the Minister if he knows that Dr. Savage, the consultant for Hirakud dam in his 1948 report had said that re-afforestation of the Mahanadi catchment area must be started simultaneously with the starting of the building of the dam. I have asked questions many a time; I have mentioned this in informal conferences. But nothing is being done. Then again later on, there was a reply from the Minister that a pilot project for soil conservation in the river Ib catchment area was being done or was proposed, something like that—I do not remember the reply exactly. But my latest information, received from Orissa, is that the scheme has not been sanctioned yet. I do not know who is responsible, this Ministry or some other Ministry. What I mean to say is, in going into the matter of flood control, soil conservation and retention of water in the catchment area, the need for having good forests is being forgotten altogether, and in the meantime both the State Government and the people are denuding the forests. I know there was at one time a canard created by some people that the Hirakud Dam may be silted up inside of 17 years. That was replied to by the present Chairman of the Central Water and Power Commission. But it must be realised that if the catchment area of the Mahanadi is not re-afforested and if we go on like this for years and years, nobody can tell whether it would be in 17 years or in 70 years that the dam will be silted up.

3 P.M.

So, in various ways, by neglecting to reafforest and take care of soil conservation but only going after embankments, storage reservoirs, retention tanks and the like, we are not going to the root of the matter. Although I am a layman—I do not claim to be an engineer of any kind, but I have some little practical experience in managing my own farm and I also swear by what Shri Chaturvedi the former Inspector General of Forests had said—to my mind, unless you reafforest and let the grass grow under the trees and let the water seep down in that organic matter, water will rush down and

[Shri Sarangadhar Das]

make gulleys and you will have more and more floods as the years go by. Therefore, my suggestion is that soil conservation must form part of the flood control instead of its being separate and perhaps under the Food and Agriculture Ministry.

[PANDIT THAKUR DAS BHARGAVA *in the Chair.*]

We have all this very fine literature; but, I know we are not carrying out anything. The Chinese experience, the conclusions of the ECAFE and others are here. It is known that if you have embankments you must maintain them, you must watch them.

Now, what happened in Orissa? We are talking of floods and floods and the impression is that the rivers spill all over. It is not so. In Orissa, the Dalaighai which had stood for 80 years breached in one place and there was another breach in the river Kharsua. How is it that for 80 years it had stood? I can tell you that for about 75 years since the building of that embankment, it was always watched by the Orissa P.W.D., watched by the engineers. Whenever there was a weakness somewhere, there was a spur built and consequently it stood all this time. But, because of the Prime Minister's declaration of "milk and honey" flowing in Orissa as the result of Hirakud—and the people believed it—the Government also thought that it was not necessary to maintain the embankments, any more. I have seen reports published—which have not been contradicted by the Government of Orissa that some previous engineer had recommended the building of a spur in that particular place costing a lakh and half of rupees. I do not know whether that is true or not; but I mention this again because it has not been contradicted by the Government of Orissa. That was not done. Now, the request has come for Rs. 20 lakhs to repair that embankment. That was sent in June, I believe, that is, without knowing that the flood was coming. That show that the Orissa Government knew that the embankment was weak and needed repairs to the extent of Rs. 1½ lakhs. Instead of attending to small things they waited till this time. Now, that the breach has occurred, not Rs. 20 lakhs but even a crore of rupees will not be sufficient for that purpose. (*Interruption*). So, I say the repairing of these breaches should be done during the coming fair weather. I am glad that the Minister has mentioned that.

I also plead that the commitments that were made with regard to Tikarpara and Naraj should also be taken up one after another, not together. Reafforestation of not only the Mahanadi catchment area but the catchment areas of all rivers wherever there is soil erosion should be done and soil conservation should be effected.

I just want to say a few words about the assistance that has been given to Orissa by the Government of India and the neighbouring States also. We are all grateful for the quick assistance that the Central Government gave and for sending the Army Unit to do certain work which the Government of Orissa could not do.

Finally, I urge upon the Minister to take all these factors into consideration and to make the Flood Control Board such an effective body that in the very near future, although it is impossible to stop or prevent floods altogether, they may devise a comprehensive way in which the problem can be tackled which will mitigate the rigours of the floods so that there may not be breaches not only in Orissa but also in U.P. and other places.

Shri Hathi: I rise to intervene this stage and will only deal with some of the points raised by several hon. Members here. The various points that were raised during the course of this hour and a few minutes were chiefly on lines which were indicated by my senior colleague in his opening remarks. The question as to how we should tackle the flood problems, what should be the method and how far that is feasible and if it is not feasible whether it should stop at a particular stage, and what should be done were some of the points raised. There were also some additional points raised referring particularly to each particular locality.

I shall start with the points raised by Shri Tripathi. He was correct when he said that unless you have proper investigations of the silt deposits in the tributaries of the Brahmaputra, it would not be of much use having embankments on both sides. That is true. The Government have already started investigations for silt measurements on the Brahmaputra tributaries and the Brahmaputra itself. The 400 miles of embankment that has been mentioned as one of the proposals of the Assam Government—the construction of it—will be taken only after these investigations and surveys are complete. As was mentioned in the opening remarks they were not the works actually sanctioned nor were they scrutinised. They are only in the form of proposals. These will have to be examined technically and brought before the Central Flood Control Board. Only after it is found that they are technically sound and prepared after technical surveys and investigations, those works will be undertaken. Therefore, his suggestion that the silt observations in the tributaries of Brahmaputra should be carried on is already being considered. It will come before the Central Flood Control Board for consideration when those investigations are complete.

To the upper catchment also, I may inform the House that a party consisting of two engineers, one geologist and one forest officer is proposed to be sent. After these things are completely investigated, the work will begin. As we know unless there is a co-ordinated and integrated plan, it would be no use taking piece work here or there which rather than doing some benefit is likely to do more damage. Therefore, these works will only start after the investigations are completed.

Then he complained about the tributaries to Brahmaputra and Kapali valley. No dam was built or the idea is now being dropped. As was explained, could we have a dam for the sake of a dam, for the sake of flood control only the economies of that dam *versus* the advantages that would be gained by way of protection secured will have to be looked into. But so far as that particular scheme is concerned—the Kapali scheme—investigations and surveys are already in progress for a detention dam. In respect of some of the tributaries of this river the investigations are not yet complete. I would also like to point out that in the areas or regions like Assam, we have to take care that complete investigations are made. We have to examine geologically also before we decide to have a big dam or even a small dam. But the investigations in that particular river which he mentioned are taking place actually. Those investigations are going on under the direction of the Central Water and Power Commission. He said that the Minister had said that it was the business of the State concerned and not of the Centre. He has said perhaps that it would not be possible for the Assam Government to undertake any work of this nature. Wherever any State wants technical help the Centre has always assisted technically as well as financially. The Government of India have always given technical assistance not only to Assam but to other States as well in terms of money and in terms of technical personnel also. As he rightly said, Assam Government was short of technical personnel. Perhaps the work at Dibrugarh would not have been completed unless the Central Government had undertaken the work. The Government of India are aware of the shortage of personnel; though they themselves are also short of personnel that would not in any way come in the way of emergent works or that would not be a hindrance for the work undertaken. That investigation is going on under the direction of the Central Water and Power Commission and on that score there is no anxiety

[Shri Hathi]

that the work in Assam would suffer for want of finance or technical personnel. Assistance is given; it is being given. A committee is also set up to examine waterways, roadways and the railways so that there should be a co-ordinated attempt which is made to see that the man-made obstructions do not come in the way of other protection works that we need.

The hon. Member, Shri Misra, from Orissa complained that the floods in Orissa were man-made and Shri Sarangadhar Das also endorsed that statement. The complaint was that the particular breach—Dalaighai breach—was not properly looked after and not well maintained. Nobody would dispute the proposition that the bunds, embankments or the works which are constructed have to be properly looked after and if they are not properly maintained and properly repaired they are likely to cause damages. We have seen in the recent floods that damages were caused because of the breach. The general proposition that the works should be properly looked after and properly maintained could not be questioned. It should be accepted that once you construct them it becomes obligatory upon the Government—whether of the State or the Centre—to see that they are properly maintained. *Prima facie* of course that would be the responsibility of the State Government concerned. The Central Government could only advise and issue directions or instructions or advice that certain things should be done. But they have to be looked after by the State Government. In this particular case, it is said that some engineer had predicted or had given an opinion that this particular bund—its life would be some seven years or so and that it required repairs and because it was not repaired it breached and the damages were caused. This was mentioned to me earlier also in an informal conference which our Ministry holds with the Members of Parliament. We have made enquiries. The position is this. There is nothing on record that any engineer had said that life of this particular construction would be seven or eight years. On the contrary in 1945, there is a note that this work is in good condition and will last for years. But anyway, they have been taking care to see that the construction work is maintained, repaired and kept well. They are also trying to see that whatever further construction has to be done is done scientifically. The particulars received from the Orissa Government for this particular work are included in the statement that has been placed here. That is dated 31st but the proposals were received far earlier—that means, before actually the floods came. That was attracting the attention of the Orissa Government. Not only that, in 1954 they have sent their data to the Poona Research Station for the models and for their advice. However, that is from the technical point of view as to what work should be done and how it should be carried on. Now, the question would be: if this was in their mind why did they not then do something there also? What we have been informed is that they built certain spurs and that they also took ample care to see that whatever necessary was done. That was a temporary thing and for a permanent solution they had taken this step; that is, they had sent the data to the Poona Research Institution under the Central Water Power Commission and the estimate for the models has also been received by them and they are proceeding with the work. That is a solution which is a long term solution.

Shri Sarangadhar Das: May I just say a word? That temporary structure was washed away in the end of June or beginning of July.

Shri Hathi: No, Sir; it was not washed away as he says. On the contrary they had been keeping a constant watch and the information I have got is this that the Superintending Engineer also inspected the embankments on 2nd September. The Executive Engineer visited the embankment between 2-0 A.M. and

5-0 A.M. on the 5th to see how the patrol was functioning at night. The Deputy Minister of Works, Housing and Supply also inspected the embankment on the 5th September. 150 people with 11 petromax lights were kept on patrol, but, unfortunately, the embankment breached at the most unexpected place.

Shri Lokenath Mishra: That is the unkindest cut of all.

Shri Hathi: This is what the Orissa Government has said and it is a fact that the breach took place. We cannot, therefore, say that it was man-made. They took all reasonable precautions that they could and whatever happened, of course, is not actually man-made, because, after all, had there been no rains nothing would have happened. But, any way, to say that because of their negligence this has happened would be too much. It would be too much, perhaps, to blame the State Government on that account; that is only what I want to submit to the House.

Shri Jaipal Singh (Ranchi West-Reserved-Sch. Tribes): Does my hon. friend accept a substitution? If it was not man-made, at least it was miss-made, so that it breached.

An Hon. Member: Ill-made.

Shri Hathi: Then the other point made out was that the level of water in the Mahanadi had not risen. That is also not a fact. The water level had risen and it was this Hirakud Dam that was responsible for checking about 2½ lakhs cusecs of water. But for this dam there would have been a greater volume of water passing through Mahanadi and that would have done further devastation and resulted in further ravages of the river. The dam, therefore, has in a way helped in checking the flow of water and it is not that there was no rise in the water level. Really there was high level and that was checked I may also say that had the sluice gates been ready further flow of water could have been checked. The Dam is scheduled to be completed by July, 1956 and that will be done according to the programme. Had the sluice gates been ready further 6 lakhs cusecs of water which flew down below would have been checked. That means, at present the water that flew below Mahanadi and the water that came from the surrounding area combined together had a greater effect than it would have been had the sluice gates been ready or when they will be ready. That is to say, the Hirakud Dam will afford protection to that area. But, it all depends upon the rain in the various other catchment areas also. Even if the Mahanadi river is checked, if in the lower region and in the whole of the catchment area there is much rainfall then, naturally, that would have its own effect. How much that would be would depend upon the rainfall that we have in the lower regions. The Hirakud Dam will afford protection to that region; there is no doubt about it, and this year also it did afford protection by checking about 2½ lakhs cusecs of water flowing below.

Then I come to the question of afforestation. That is an important point no doubt and that is really one of the measures which will check the formation of silt and which will have to be taken. We are taking steps. A pilot scheme has already been prepared by the Orissa Government and the Soil Conservation Board is taking steps for the pilot scheme which has been prepared. In all catchment areas if you really want to see that the life of the reservoir is to be increased then it is necessary that measures will have to be adopted for afforestation. There is no question about that; that has to be done and that is being looked after.

Shri Sarangadhar Das: Is that scheme sanctioned already?

Shri Hathi: That scheme is now being pursued by the Planning Commission.

Then there was another point raised, that there should be co-ordination between the various Ministries—Railway Ministry, Transport Ministry

[Shri Hathi]

Irrigation Ministry, Works Housing and Supply and so on—because unless you have that sort of co-ordination, in many cases bridges built by railways have afforded a sort of hindrance to the easy flow of water. Therefore, in the Central Flood Control Board and also in the River Commissions that we have formed the representatives of the Railway Ministry, the representatives of the Agricultural Ministry and other Ministries are there and all the schemes are worked in complete co-ordination with the Railway Ministry, Agricultural Ministry and various other Ministries. Their representatives are there on the Central Board and the representatives of the States also. The States Control Board are also represented on the Central Flood Control Board. Thus there is a complete co-ordination between the various States and the Ministries at the centre. Therefore, one scheme or one particular act of construction by a particular Ministry would not hamper or adversely affect the work undertaken by the other Ministry and that is in a way necessary, otherwise very often it happens that if less culverts are provided or if a road is built on a particular level for preserving the contours of the level then the water of a river coming down may be obstructed and instead of doing benefit it is likely to cause damage. Therefore, co-ordination is necessary. This aspect is borne in mind and these Ministries are represented on the Central Flood Control Board.

Mr. Chairman: It is 3-30 P.M. now. If the hon. Deputy Minister wants to speak for some more time he may continue tomorrow; or shall I take it that he has finished?

Shri Hathi: I think I shall speak for some more time tomorrow.

Mr. Chairman: All right. He may continue tomorrow.

Shri S. L. Saksena: I would request the hon. Minister that he may kindly send copies of his speech to the Members this night.

Shri Nanda: That is not for me to do. My speech will be with the Lok Sabha Secretariat.

Mr. Chairman: The request is very reasonable and I hope the Members will receive copies of the speech of the hon. Minister.

Shri S. L. Saksena: I would request that tomorrow the whole day may be given for this debate.

Mr. Chairman: That is beyond the powers of the Chair. The House has accepted 5 hours as the time limit for the debate on this subject.

Shri S. L. Saksena: This is an important question. Today only five Members have spoken, and....

Mr. Chairman: This was done by the Business Advisory Committee. The Business Advisory Committee should have before hand anticipated that there will be a very large number of speakers on this subject.

श्री अलगु राय शास्त्री (जिला आजम गढ़ पूर्व व जिला बलिया—पश्चिम) : मैं भी श्री शिब्बन लाल सक्सेना जी के इस अनुरोध में अपनी आवाज मिलाता हूं। कल गैर सरकारी दिन है और यह प्रश्न बहुत महत्वपूर्ण है.......

Some Hon. Members: No, no.

An Hon. Member: Tomorrow is Thursday.

RAILWAY TRANSPORT SITUATION

Mr. Chairman: The House will now take up the discussion about the railway transport situation, for which 2 hours have been allotted. I have received a number of chits—about ten of them. So, all the Members have got to be accommodated. I would, therefore, request the hon. Member who initiates the discussion to take about 15 minutes only.

Shri Tulsidas (Mehsana West): I would request for more time.

Mr. Chairman: There are only two hours. We have got ten Members who have given chits. I am only restricting other Members to the time-limit of between five to ten minutes each. I am giving you ten to fifteen minutes.

Shri Tulsidas: It is not possible for me to cover all the points that I want to place before the House. If I can get at least 45 minutes, it would be all right. I was thinking of getting about 45 minutes. You can extend the time by half an hour for the whole debates, if you like, please.

Mr. Chairman: The House will not sit beyond five thirty according to Scheduled time. If the House is willing, then it is a different matter. I take it that for all the Members, except the Member who initiates the debate, the time-limit will be five to ten minutes each.

Shri T. N. Singh (Banaras Distt.-East): 20 minutes may be given to the hon. Member who initiates the debate.

Mr. Chairman: All right. He will have 20 minutes.

Shri T. B. Vittal Rao (Khammam): How long will the Minister take for the reply?

The Minister of Railways and Transport (Shri L. B. Shastri): It depends upon the speeches made by the Members.

Mr. Chairman: Some approximate idea may be given.

Shri L. B. Shastri: 20 to 30 minutes; say, about half an hour.

Shri Tulsidas: I must, at the outset, thank you, Sir, for allowing this discussion in this House. I must also thank the Railway Minister for permitting this debate in the House. As you know, transport is a very essential part in our progress in whatever sphere we work, today, in our next Plan or in the years to come.

Let me submit to this House that for several months past, I have been receiving a continuous flow of complaints and representations from the organised bodies representing the business and industries and almost all spheres in this country. I have also received some representations from various railway traffic users' associations. As the House is aware, the Indian Railways constitute one of the largest public undertakings in the country.

Shri A. M. Thomas (Ernakulam): Why 'one of the largest'? It is *the* largest undertaking.

Shri Tulsidas: It is the largest public undertaking in the country and as such it has a tremendous responsibility to the public with regard to how this particular undertaking functions in the larger interests of the country. Any deterioration in the services offered by them will affect the economic condition of the agriculturists, the industrialists and the general consumers, and the business and trading activities throughout the country. It is in this context that I would submit that I owe a certain duty to the entire House, and therefore, I have thought it fit to bring before it a matter of urgent public importance like this. My approach in dealing with the problem of this nature is to bring out an objective and factual picture of the entire railway traffic situation as it prevails today.

When I present to this House this objective picture of the serious situation in the transport sector, undeniably a vital segment of our economic set-up, the only desire in my mind is to make this House and the country aware of the growing difficulties in the transport system during this crucial phase of our economic development. I would also submit that my ultimate intention in having a discussion of this nature was and has been to strengthen the hands of the hon. Railway Minister by creating a favourable public opinion which would help him in providing a larger allocation of funds and other resources for the development of all mod of transport during the period of the second Plan, and also to see that proper co-ordination takes place between the different Ministries and

[Shri Tulsidas]

the different bodies who have a claim on this particular Ministry.

I would also like to state without any reservation that the Ministry of Railways, under the able and far-sighted stewardship of the present Railway Minister, has made a notable headway in the postwar rehabilitation. All of us in this country, are fully aware of the impasse in which the Indian railways were placed due to the terrific situation of the war and the post-war situation. It is true that the railways have been making heroic efforts for rehabilitation and expansion during these years. The first Five Year Plan had provided for about Rs. 400 crores for this purpose and I was pleased to hear from the Railway Minister's budget speech that this financial target would be slightly exceeded at the end of this period. But I read the other day—I was not here in the House—in the newspapers that in reply to a question put in the House, the reply given was that up to the end of June, the total expenditure has not even reached Rs. 400 crore target and that there is a shortfall of about Rs. 50 crores. I only hope that the estimates of the Railway Minister will be reached during the end of the first Five Year Plan period.

In terms of physical targets during the plan period the programme of the railways was, 2,062 locomotives out of which 727 will be from India and 1,345 from abroad; 5,786 coaching vehicles out of which 4,997 from India and 789 from abroad will be got; 49,143 wagons—30,000 from India and 19,000 and odd from abroad. About half the provision for track renewals has been spent in the first three years. Some 1,868 miles of track have been completely renewed. Besides 441 miles of rail-renewals and 916 miles of sleeper renewals have been completed in this period. Owing to the inadequate supply of steel, rails and sleepers, the progress of track renewals has been somewhat slow. At present, the speed restrictions are still in force over about 2,000 miles of track as compared with over 3,000 miles at the beginning of the plan period.

In this context, it has been esimated by the Railway Ministry in one of its publications that the ratio of the over-aged stock to the total rolling-stock by 1955-56 would be 45 per cent, and 35 per cent in case of locomotives, coaching vehicles and goods wagons respectively.

It is gratifying to note that railways have fulfilled their financial targets during the plan period. The physical targets with regard to the rolling-stock, etc., have not been fully reached because, I think, of the shortage of steel and other machinery and difficulties in procuring the same from abroad according to time schedules.

As compared to the achievements of the railways during these years, it is worth-while to look into the economic progress under the plan in other sectors of our economy. The total production in agriculture and industries during this period has gone up by about 40 per cent. The production targets for the agriculture and industries have been almost fulfilled. As you know, for the first Five Year Plan, we had put up certain targets and those targets were worked out by the Planning Commission in consultation with the different Ministries as well as the different industries. Whether it is agriculture or industry, the targets have almost been practically reached.

The increased production during the period has made its impact on the transport system of this country, particularly on the railways, in the form of increased demand for traffic capacity. I would like to give you the figures which the Reserve Bank Bulletin has published in this regard. The number of passengers carried in 1952-53 is 1,168 millions. The number of passengers carried in 1953-54 was 1,179 millions. For 1954-55, I do not have the figures. The number of passenger miles was 34,406 millions in 1952-53 and 35,000 millions in 1953-54. The number of tons carried was 128,773 millions in 1952-53 and 129 millions in 1953-54. The number of ton miles was 28 millions in 1952-53 and 29 millions in 1953-54. The total number of wagons loaded was 11,413,000 in 1952-53, 11,082,000 in 1953-54 and 11,768,000 in 1954-55.

The increase in the total number of wagons loaded, the number of ton miles and the number of tons carried is as meagre as 3 to 4 per cent. I would like the House to appreciate that the total production in the country has gone up to the extent of 40 per cent during the plan period, but actually the increase in the total number of ton miles and the number of tons carried is to the extent of 3 to 4 per cent. The paradox of this poor expansion of traffic capacity despite the fulfilment of the financial and physical targets of the railways plan is reflected in the growing complications in our railway transport system. I am sorry to use the word 'complications'; but I would explain this point. The failure of the transportation system, particularly of the railways, to increase the traffic capacity commensurate with the production targets in agriculture and industries clearly shows that proper co-ordination between the various ministries dealing in economic matters was conspicuously absent during the first Five Year Plan. The reason why I am telling this is that in the first Five Year Plan certain targets had been fixed, but the railways have not been able to cope up with the increased production. It appears that the Railway Ministry has not been consulted. That is to say, there is no co-ordination between different ministries. Otherwise, the Railway Ministry would have been able to carry the goods according to the increased production that has taken place according to the Plan. I may submit to the Railway Minister that the increased production in different directions has been as per the planned targets which were formulated at the start of the Plan and therefore I do not see any reason in the argument given by the railways that they are taken unawares by the sudden expansion in agriculture and industry during the recent years. I really wonder whether in framing the second Five Year Plan, the Planning Commission has looked into these aspects of co-ordinating the country's efforts at increasing the production in industries, agriculture, etc. which would invariably create a demand for traffic capacity for all modes of transport, especially the railways.

It might be argued that the railways have succeeded in moving the goods traffic resulting from the increased production in industries and agriculture. In this context, it may be pointed out that the increased production in industries and agriculture would not have been possible unless railways had coped with the extra traffic demand on them. That is one of the arguments which, I am sure, the Railway Minister will put forward; I feel that that is a correct argument because they have been able to cope to a certain extent with the increased production; but they have not been able to keep pace with the increased production both in agriculture and industries. I would only say that this argument will not stand any scrutiny as the production in industries and agriculture has expanded perhaps, if I may say so, despite the inability of the railways to cope up with the extra traffic demand. As an instance, I would like to tell something about the large-scale movement of sugarcane by carts and motor vehicles which has taken place during the current year when the sugar production has gone up to 16 lakhs tons. The argument is that increased production in industries could not have taken place without the railways' support. But I would like to point out that the railway's share in the movement of this particular item is not more than 30 per cent, and the balance of sugarcane is brought to the factories by carts and motor vehicles. In this context, it may also be mentioned

[Shri Tulsidas]

that whilst the industrial production in the country has expanded, some of these import-displacing industries have ultimately reduced the traffic demad on railways emerging from imports from abroad. As you know, if we do not increase production, then we will have to import those goods and the railways will have to carry the imported goods.

Further, I shall also cite from the correspondence in my hand how the small-scale and medium size industries and even the small producers in agriculture have suffered on account of the non-availability of wagons for 'smalls'. Long delays and virtual rejections for the smalls traffic have imposed untold hardship on the agriculturists and small producers in small-scale and medium size industries throughout the country. I would like to point out particularly how the movement of grains and oilseeds have suffered on this account. I know of a number of places where these things have not been allowed to be booked for months and months. Perhaps booking is allowed once in a month for two days only. Therefore, even the smalls cannot be booked, because booking is open only for a day or two.

The present position as it exists on the railway goods transport front is that of non-availability of wagons, suspensions of booking facilities at various producing and consuming centres, refusal of the railway authorities for registration of wagons for long periods, delays in supply of wagons by the railway authorities even after registrations are effected and prolonged transport bottlenecks. I shall take up each of these important commodities and industries one by one.

Mr. Chairman: The hon. Member's time is up.

Shri Tulsidas: I have a lot of material to submit.

Mr. Chairman: I am ringing the bell two minutes ahead ordinarilly, in his case I have rung the bell three minutes ahead with a view to warn him in time.

Shri Tulsidas: I have a lot of materail to place before the House and I must be given at least half an hour.

Mr. Chairman: The hon. Member may take 25 minutes. I have not allowed 25 minutes for any Member ordinarily on a discussion of this nature. At the same time, there are so many other hon. Members who have also to voice their feelings.

Shri Raghunath Singh. (Banaras Distt.—Central): He may state his main points.

Shri Tulsidas: I have received a number of letters from different organised bodies about the difficulty in obtaining sufficient number of wagons, but I will just read one letter regarding foodgrains:

> "The present position is that whether for foodgrains or oilseeds, wagons are not supplied in proportion to the goods required to be moved. When the railway authorities are approached in the matter, they give figures of wagons supplied in a particular period. As for example, for moving wheat from Jubbulpore and other centres of C. P. the General Manager, Central Railway, gives the following figures:

	For Bombay	For other destinations	Total
Itarsi-Jubbulpore	35	15	50
Bina-Katni-Murwara	25	60	85
Itarsi-Bhopal	13	15	28
Jhansi-Kanpur	6	63	69

The above period covers from 10-7-55 to 25-7-55.

> "The point is that thousands of bags are required to be removed from producing centres of C. P. against which only 79 wagons were allotted for despatch to Bombay. These wagons were supplied after visiting the General Manager twice or thrice in the matter. Nowadays, the indents for supply of wagons are not accepted, as the bookings are

> kept closed. Even when bookings are kept open, the quantum of indents accepted is meagre in proportion to the goods required to be moved."

That is one aspect of the question.

Then, with regard to the smalls, I would like to refer to a number of letters which I have received. But, I do not think I will be able to go into that for want of time. The following increases have been envisaged in the Second Five Year Plan. These targets show that in a number of industries and in a number of commodities there is increase: 15 to 20 per cent in foodgrains, 300 per cent in pig iron and other industries. As against the above increase in production in agriculture and industry, the detailed programme of the railways as regards the total expansion in rolling stock to cover the requirements of rehabilitation, replacements and development is not yet known. On the basis of the estimated expansion in production during the Second Plan, it is calculated that the railways will have to provide for an increase of more than 50 per cent in goods traffic. I would like to point out to the Minister that apart from 50 per cent increase in goods traffic, in view of the new industries which will be put up, the railways will be required to carry the machinery in the initial stages which will be imported from outside and also the raw materials that will be required to be transported if these targets are to be reached. I fear the railways will require a much larger transport capacity. Unless and until that is done, the transport position in this country will not improve.

The main point is this. We are now in the beginning of the Second Five Year Plan. The Railway Minister has been asking for a larger allocation of funds. Even if these funds were allocated by the Planning Commission to the extent of Rs. 1500 as desired by the Minister for Railways, my personal opinion is that the railways will not be able to cope with the transport problem in the country. It is in this context that I said that unless and until a co-ordinating authority is established and all modes of transport are brought under it, it is not possible to improve the situation in the country, and the whatever progress is planned is not possible of achievement. What is the position in regard to road transport? On the one hand, in the First Plan, the railways have spent Rs. 400 crores. In the Second Plan, they are going to get Rs. 1500 crores. What about the allocation for road transport? What about allocation for the internal waterway? What about the allocation for coastal shipping? It will be very meagre. Unless all these things are co-ordinated, it is not possible to imrove the transport position.

You know, Sir, what happens in other countries as regards movement of goods. In America, I would like to point out, only 15 to 20 per cent of the goods are transported by railways. The other 80 or 85 per cent. are transported by other modes of transport. In our country, we are depending entirely on the railways. The foreign Government which was up till now in this country, had seen to it that we depend only on the railways for our transport. All other modes were discouraged. What have we done to encourage them? We have the road transport. In regard to road transport, the different States have got vested interests. I want the Railway Minister to consider transport as a national question. The programme must be based on the needs of the entire country and not with a view to look after the interests of the different States. The different States have put up the taxation on motor vehicles. Apart from that, the different States were not even prepared to grant licences for 2 or 3 months. The Railway Ministry has to see that all these questions are considered together, from an All India point of view, in a co-ordinated manner.

The railway wage structure must be on the basis of what the traffic will bear. In other countries, the maximum rate is what the traffic

[Shri Tulsidas]

can bear. As I said, the other point is to divert the traffic to different modes of transport. Take, for example, coal. If all the coal is to be carried by railways, we will not be able to cope with the traffic. We have a production of 36 million tons. We anticipate a production of 60 million tons. If we are going to depend on the railways, we are not going to carry all the coal. We will have to see that coal is carried by the shipping companies. The rates may be put up by the railways. The cost of coal goes up. To that extent, the consumers should be compensated by reduction in other rates for production in other industries.

Mr. Chairman: I fear I must now request the hon. Member to conclude.

Shri Tulsidas: I shall finish in a minute.

Mr. Chairman: I am constrained to ask the hon. Member to close as early as possible.

Shri Tulsidas: I shall finish in one minute. My appeal to the Railway Minister is that unless and until the Railway Ministry becomes an entirely co-ordinating authority and not only functions as the Railway Ministry, and takes into consideration the transport needs of the entire country, it is not possible for our transport to improve at all. I only hope that in his suggestions to the Planning Commission, he will bear this aspect in mind, that is, the problem has to be viewed from the point of view of the country as a whole and not from any other angle.

Shri T. N. Singh: The problem that has been raised by my predecessor is a very important one. I would like the House to consider it in all its aspects.

We should know what the nature of the problem is and how to solve it. Our friend has expressed great concern about the slow or rather the inadequate planning for railway expenditure. Quite true. We want more. But, I am afraid, whenever we want more money or whenever there is a pressure, it is these gentlemen, big financiers and industrialists who say, that our finances are becoming unsound, and that we are quite unorthodox in our finances, that there is deficit financing, etc. When you say, spend Rs. 10,000 or 20,000 crores instead of Rs. 4000 crores, that is a very good proposition. But, when it actually comes to giving shape to it, it is these gentlemen, again who raise objection. What is the use of raising such pleas. I know the conservative section in this House will oppose what are called modern methods of financing. If there is any deficit financing, or large developmental expenditure which may result in all kinds of budget deficits, enterprising methods of financing, more taxation, cutting down of profits, the industrialists start non-cooperation and say there is no incentive; no profit motive left. How has one to proceed in this context? I really want to know clearly from the people who have advocated this case like Shri Tulsidas whether they will really go the whole hog and proceed on this line. If they say yes, it is all right.

I think a tribute has already been paid to the Railway Minister. I would like to add one word. When the war ended, and during the war also, the railways were in a very bad way. I must pay a tribute to the previous Railway Minister who came in in a very difficult time and put the railways on their feet. Similarly, after 1952-53, the position was again critical. Much has been done to improve the position. Our wagon position has improved on the whole by about 7 per cent. within these two years, which I think is very good indeed. I admit that more has to be done. But, for that, money will have to be spent. Deficit financing will have to be resorted to. Will our friends here support us in that?

4 P.M.

There is one thing which is very serious, and which is probably causing a gerat deal of unnecessary trouble. For that, the responsibility lies entirely on those people who are today engaged in trade and industry. Blackmarketing was prevalent during the war days, and even after that. Similarly, there was a kind of blackmarketing in wagons. After that today, when there is nothing like very restricted movement of wagons or no very restricted bookings, another method has been developed, what is called in railway jargon "ghost indenting for wagons" like ghost ration cards in the rationing days. People book wagons much in advance, and the railways are informed that they want one thousand wagons, but when it comes to actual booking, they are all cancelled.

Shri Tulsidas: That is not done.

Shri T. N. Singh: I can say definitely, and I will quote an instance. In Saurashtra it was said—I think the hon. Mover is familiar with it—that as many as 400 wagons were wanted and they must be made available as early as possible. But Government said: "We are not responsible. The trade wants it. They say there is a shortage. You can allow that." That was the Government's report. And when the wagons were actually allotted, what was the result? All were cancelled, one and all. Now, I say this is creating a fictitious shortage of wagons. I say that in the Soviet Union if anyone had booked a thousand wagons like that and cancelled it, he would have been shot. That would have been the remedy in Soviet Russia. Here we do not do it. So, I would strongly urge the Railway Ministry to consider the question of raising the registration fees, so that fictitious registration of wagons may not be indulged in. This is injuring the national interests. It should be prevented.

Another thing is that they are carrying goods for long distances. Suppose there is rice or bajra here in Delhi. If you want it in PEPSU or Chandigarh, instead of its being sent from here, it is brought from Calcutta. There is stock here, but the bookings are booked from there. That also has to be regularised. The freight will have to be paid by the consumer. It is the consumer who will suffer. This has to be prevented, and I want the House should give its full approval to any measure which restricts this kind of uneconomic loading of wagons from long distances where from shorter distances the needs of the people can be met. That is very important.

As a matter of fact, in another Committee with which I am associated, one of the things that we would like to know is whether the ceiling price of a particular commodity in a particular place where it is brought is justified by the freight charge or by something else. If special scarcities are created by this wagon registration so that goods may not move in a particular direction, prices may go up or prices may slump at a particular place where wagons are booked. This manipulation of prices at the cost of the consumer, at the cost of the nation, should be prevented. I do not know how to prevent it, but I say since this problem has been raised, I hope all the Members of the House will go the whole hog to strengthen the hands of the Minister and the Government in this direction.

There is one very important thing to which I want to draw attention, because it is said that our Plan has given so much of impetus to production, and our friend here just now said that there has been an increase of 30 to 40 per cent. in production. This was news to me. Where has it occurred?

An Hon. Member: In corruption.

Shri T. N. Singh: I think the population is going up and probably that may be the reason. Whatever that be, I would like to know where all this production has gone. Only a few months ago I heard that there was a slump. I have had to talk to these people, many of my friends who are here. I said: "Look here, what about doing something for a national cause. Do this or do that." They say: "Do not speak to us. There is a great slump now." All these years I have been hearing of the slump, maybe in a bad way, and all of a sudden there is said to be a 40 per cent increase. I do not know wherefrom my friend has got these figures.

Shri Tulsidas: These figures are given by the Government themselves, and nobody else.

Shri T. N. Singh: It is a misreading of the figures. There are index figures for a particular set of industries, and there is no complete figure in India for all our industries.

Shri Tulsidas: It is in the Five Year Plan.

Shri T. N. Singh: I have seen it, and I think I know more. I can understand if you say in this there is 10 per cent, in this there is 15 per cent, whatever the figure. That is all right. But to interpret that as an indication of an over-all increase in all the industries and in the total production would be very wrong, and that is against the science of statistics or economics.

With this, I would like to urge that we should take a comprehensive view of the whole thing. If we decide to go in for an over-all increase in railways at the pace at which some of us want, let us finance it, and also see to it that in this interim period malpractices are not allowed and dealt with very strongly with the full support of the public here and outside.

Shri Nevatia (Shahjahanpur Distt.-North-*cum*-Kheri—East): I join with my friend Shri Tulsidas in paying tribute to the railways for the magnificent rehabilitation work that they have done during the last five years. We all know the condition of the railways as they emerged after the war. The whole machinery was going to pieces. A great work has been done in rehabilitating over-aged wagons, locomotives etc. If there have been shortcomings during these five years, it is no doubt largely due to the legacy of the war during which our foreign masters did not care to maintain the equipment in a sound condition. Any sound economist would first like to keep his capital assets in good condition, because we cannot afford to eat our capital. That has been done. By and large the condition of the railways has been restored to a sound position. It is true there have been shortcomings in various sectors of transport. My point of view is this that it is not merely the over-all position which should be looked into, but also certain sections where the shortage is more acute than probably in other sections. For example, take Saurashtra. The bottleneck there is very severe. Goods cannot move freely into Saurashtra. That should be taken care of as early as possible. There are other zones, in the meter gauge, particularly. There is a very severe bottleneck in the meter gauge. The movement of wagons in the meter gauge especially in the North-Eastern Railway is not something of which we can be proud. I would request the hon. Minister to pay particular attention to the meter gauge section. The North-Eastern Railway was called at one time the sick line of India. I hope there has been some improvement and the patient is recovering to some extent.

Co-ordination between the various railway zones is also required. A particular zone ask for wagons, but another zone just snatches away in the middle. So, unless there is co-ordination between the various railway zones, I think the position is not likely to improve materially. I find that there is a certain lack of co-ordination between the railway zones, as also among the various sub-zones within a particular zone. That is what I feel. If there is greater co-ordination, there will be a greater turnover of wagons. We may not be able to meet all the difficulties, but at least the difficulties will be distributed in a reasonable proportion. It will not be that certain zones alone will have to carry all the burden with the inventories of the industries situated there going on accumulating every day while factories in other zones will be able to clear the stocks. At present, there are certain centres where this sort of thing is happening. The production has gone up by about 50 to 60 per cent, and the increased stocks have to be carried over to next year only by industries of certain zones. I would request the hon. Minister to kindly see that there is greater co-ordination between the various railway zones *inter se*, as also within each zone.

I also agree with Shri Tulsidas that road transport has to be increased to a larger extent, because the railways alone may not be able to carry the entire burden. I am sure the hon. Minister of Railways is looking into this question. So far as the next Five Year Plan is concerned, the House will certainly support the hon. Minister in the allocations which he has asked for from the Planning Commission.

It is no use having industrial development without arranging at the same time transport for the carriage of the goods. Actually, transport arrangements should precede industrial development. The development of transport should come first, and then only we should think of the development of industries.

There are many backward zones in the country even today, which are backward simply because there are no railways there. They cannot attract industries, because there are no transport facilities available. But those backward regions should not continue to be backward for all time. They must be developed, so that they may also be able to improve their standard of living to some extent. Hence, it is necessary that something should be done in regard to the backward regions. I hope the hon. Minister of Railways will give particular attention to the development of backward regions, so that transport facilities will be provided there even before industries are established. I hope something will be done in this regard.

Shri K. P. Tripathi: I also join my voice with those of the previous speakers in congratulating the hon. Minister who has raised hopes in the minds of the people of our country that the problem of railway transport will be solved adequately. The problem which he was faced with when India became independent is, of course, known to all. But ever since then, steps have been taken and the position has to some extent eased.

But I agree with those persons who say that the problem of transport in this country has not been viewed fully in all its perspectives. If that had been done I think Government would have been forced to take certain other steps, as has been suggested for instance by Shri Tulsidas.

I fully agree with Shri Tulsidas that the transport problem of a country can never be solved only through the railways. For that purpose, all the co-ordinating factors have to be taken into account. One of those factors is water transport. In our country, most unfortunately, water transport has been neglected. There are certain foreign companies who are monopolising water transport. Take for instance the case of the companies that are operating in the Calcutta-Assam and the Calcutta-Bihar routes. You know that unless and until there is competition in the modern world, private capital never functions efficiently. It was most unfortunate that during the British days these companies got the monopoly of water transport. First, there were two companies, but later on they merged themselves into one, and they are running the service now as their monopoly.

It was discovered that these companies were charging far higher rates than even the railways for short distances, whereas experience in the world has been to the contrary, *i.e.* the charges for water transport are

[Shri K. P. Tripathi]

less than those for the railways. No answer has been given for this anomaly. When the hon. Minister went to Assam, the companies came forward with a declaration of reduction in tariff overnight. But later on we found that they had reduced the tariff only in those places which the hon. Minister had visited. At other ghats, there was no reduction at all.

Shri Jaipal Singh: Let him go there again.

Shri S. S. More: Take the Minister to every place possible.

Shri K. P. Tripathi: That was not possible then.

The hon. Minister was kind enough to be set up a board of enquiry to go into the freight rates. But most unfortunately, that board will never be able to reduce the tariff, because the foreign companies are enjoying monopoly. I would therefore request the hon. Minister to see if Government cannot provide some alternative arragements, by setting up either Government-owned companies or private owned companies, to see that the freights are brought down.

Secondly, I would also like to point out that the steamers are not built in India. At present an attempt is being made to develop only the ocean going steamers, and to cater for the ocean transport. But nothing has been done so far as inland water transport is concerned. When I had been to Egypt, I found that they have got the cheapest method of transport in the whole world. The goods flow down the river Nile, and they go up the river nicely by the breeze. Could there be anything cheaper than this? Here, we have got the beautiful Ganges, the beautiful Brahmaputra and other rivers, but that advantage has not been taken.

I agree with the idea that water transport has to be developed, and I hope the hon. Minister will take steps firstly to establish some alternative companies, secondly to build steamers in India, and thirdly to mechanise the ordinary boatcraft.

The third point that the hon. Member was suggesting was in regard to the development of road transport. There, I differ from the hon. Member because I do not think that road transport can be cheaper than either water transport or rail transport. Our about Rs. 7-8-0. Obviously, therefore we have to pin ourselves down only on these two transport systems, namely water transport and rail transport. I shall give you just one instance to show that road transport is not cheap in our country. In my place, a man who has to travel a distance of 100 miles by rail has to pay about Rs. 2-8-0 or Rs. 2-12-0, whereas if he goes by bus, he will have to pay about Rs. 7-8-0. Obviously, there fore, road transport is very costly. I quite realise that there are certain reasons why it is so costly at present. But I do not think we shall be able to overcome them soon. I therefore say that while road transport has to be developed, the emphasis must be placed more strongly on the development of rail transport and water transport.

Another point I would like to say in this connection is that sufficient attention has not been given to backward regions. There are places in Assam where there has been no expansion of rail transport at all, whereas under the First Five Year Plan in other places where there are enough railway lines already, there has been expansion. I hope the hon. Minister will apply his mind to this aspect of the matter.

The greatest sufferer on account of Partition, in matters of transport, was Assam, because we were completely cut off from the rest of India, and we were connected only by a small railway which functions for about three or four months in a year; mostly, we have had to depend entirely on foreign-owned transport. The foreign-owned transport companies have got a monopoly, and they serve only the foreign interests first, and then only the indigenous interests. I have drawn the attention of the Ministry to this matter, but nothing has been done up till now in this regard.

After all, transport should be so provided that the whole country will get the advantage equally. But what do we find? The owners of the tea gardens, who are foreign, get better advantages in the matter of transport whereas the indigenous people who have to transport jute do not get the same advantages. The result of this has been that in regard to jute, money has been locked up in Assam for nearly six months. One can easily imagine the result of Rs. 2 to 3 crores getting locked up in such a poor State like that. While the foreign companies have extended facilities to the tea companies to transport their goods, the same facilities have not been extended for the jute companies. And these companies are so careless that they do not care even for public opinion.

Shri T. N. Singh: That is because it is a private company. That is the trouble.

Shri K. P. Tripathi: After all, the transport of a country should be available to all. If a private company does not make it available to all in an equal measure, then Government should come forward to replace it, or abolish it, or change its management.

Shri Raghunath Singh: Or nationalise it.

Shri K. P. Tripathi: The next point I would like to deal with is in regard to the functioning of the Calcutta Port Commissioners, who are also under this Ministry. They have given monopoly to a certain foreign firm for the purpose of warehousing. Since this firm does not get enough opportunities, it has simply raised the charges.

So far as warehousing is concerned, it is not a specialised job and there is no reason why a foreigner should be in charge of it. If the foreigner is in charge of it, there should be competition developed between the foreigner and the Indian. The Port Commissioners are so acting that they are preventing any competition from arising. Private parties who have applied for the purpose of setting up such warehouses, and better warehouses than the present ones, at their own cost, have been prevented. The Central Tea Board, for instance, recommended recently certain cases in which they wanted that private parties should be given permission. But the Port Commissioners said, 'No, we are going to give you any permission'. Obviously, this is not expected of our Government, national Government. Our Government should apply their mind to what is happening and then only it will be possible to run this country for the good and benefit of our people and not merely for the benefit of the foreigners. I am sorry my time is up.

Shri Nambiar (Mayuram): I do not want to repeat the points already mentioned. But one thing is certain, that the railway transport is in a crisis today. That has been admitted by all. How to get out of the situation? I want to say that one of the ways of getting out of the situation is to reconsider the regroupings that have been already done. Regrouping of the railways, as for instance, the southern railways, has resulted in the creation of something like an octopus. It is 6000 miles long and an administration sitting in Madras has no control whatsoever over the railway system, and the movement of goods and traffic is very difficult. To get a wagon is not possible in the present days, as it was possible earlier. Therefore, I would suggest that they must seriously consider the question of the review of regrouping. If it has to be broken up as in the Eastern Railway into Eastern Railway and the South-Eastern Railway, it is all the more necessary to do the same in the other zones as well.

Then I come to the question of turnout in workshops and loco sheds. Though they may give an increased figure, it is really not so. The fact remain that the quality of the work is so bad that a wagon might have been reported to have left a workshop earlier and quicker, but returns again before time. Therefore, these

[Shri Nambiar]

is no use in inflating figures, as if to show that the turnout was more. Really speaking, this turnout should have been watched and better quality work should have been ensured. Therefore, I would suggest that the workshops and loco sheds should be improved and a better system of working evolved.

With regard to tracks, I have got the greatest grievance. There is so much of waste in the railway engineering department that one cannot imagine it. Recently, there was relaying of the Shoranur-Nilambur line on the Southern Railway. The executive engineer, after finishing the whole work, has not even rendered the accounts. At present, the audit department cannot find the accounts for auditing. The executive engineer has been transferred to Vijayawada and he says, 'I have nothing to do with accounting. Everything has been handed over to the district engineer' who says 'I have got only the dilapidated condition of the track; I cannot allow the trains to run on this system more than 15 miles per hour'. This is what is happening. I am just quoting one example only for want of time. Then we complained. They sent the Deputy General Manager who had a sort of trollying on the line and said 'Everything is all right. All goes well on the western front and there is no difficulty. Everything will be all right'. But every fortnight, you hear of an accident on the line. This is one example.

With regard to the last point—the question of railway labour—I want to submit to the Minister even on this occasion that railway transport cannot be improved without the willing co-operation of one million railwaymen. Today the Railway Minister is interested not only in a 'show' of railway transport, but also in the internal working of railway workers' trade unions. He is dictating to the trade union bosses as to how the trade unions should be run. Recently, we have heard that there was a quarrel between the President of the National Federation of Indian Railwaymen and the General Secretary. The Railway Minister invited the President, Shri Vasavada—whom I do not know how many railwaymen know in this country—and entered into an agreement in which he had bypassed the whole Federation executive, and said he is the man to deliver the goods. Whatever disputes were there under reference to the one-man tribunal have been withdrawn unceremoniously by Shri Vasavada and he has betrayed the cause of the workers—our Railway Minister very much likes him. He interferes in the internal working of trade unions....

Mr. Chairman: Unfortunately, this has nothing to do with the discussion on the transport situation.

Shri Nambiar: The situation is so bad because of this condition too. I would say that the one million workers who are interested in the transport are the people who are really carrying railway transport; it is not the hon. Minister, nor I or anybody who is sitting here who is carrying the transport; it is the one million workers who are doing it. But the Minister is so much interested to go into the internal affairs of trade unions and create a discontent. This discontent has seriously affected turnout in the workshops, this has seriously affected turnout in the loco sheds, this has seriously affected turnout in the engineering department, this has also contributed to the present crisis in the railway system. For instance if there is an accident on a particular line due to the mismanagement of the engineering department and serious breaches take place trains cannot run. Shri Tulsidas cannot get his goods transported because the whole thing will get stuck up there. Therefore, unless and until the railway labour is properly treated, unless and until the Railway Minister does not interfere in the internal affairs of railwaymen, unless and until he gets the willing co-operation of railwaymen—which he can get if he wants, but he does not want; he only wants to create disruption among railwaymen for political purposes—the crisis will continue.

Shri Raghunath Singh: No, no. This is not proper.

Shri Nambiar: The Railway Minister and those officers in charge should not indulge in political squabbles and should not drag people by their nose and create contradictions. It is not proper on the part of the railway administration, it is not proper on the part of the Railway Ministry, to do like this. If they continue doing like this, they cannot get the willing co-operation of the workers and the railway transport system cannot improve. Apart from all other technical reasons, apart from all other difficulties and bottlenecks which we have been facing, this is contributing to the present crisis. Therefore, I hope the Railway Minister will carfully consider the suggestions and improve the situation so that all may feel happy about the railway transport system.

Shri A. M. Thomas: When I heard Shri Nambiar saying that there is a crisis in the railways, I was hoping that there had been a general agreement between Shri Tulsidas and Shri Nambiar, with regard to the transport problem. But I was disappointed. The crisis that he has just depicted is the crisis in his own trade union and nothing else.

Although there has not been anything alarming in the situation regarding railway transport, it is a very healthy feature that the House is alive to the importance as well as the urgency of the development of transport facilities and removal of bottlenecks in the working of the railways. The unsatisfactory position in the matter of shipping has been dealt with a few days ago by this House and it is good that we are also dealing with the railway transport position, especially on the eve of the finalisation of the draft of the Second Five Year Plan. There has been some disputes in the House with regard to the quantum of increase in industrial production. We need not have any quarrel on that score. The latest issue of the *Journal of Industry and Trade* at page 1428 says:

> "The general index of industrial production the first quarter of 1955 stood at 157·2 as compared with 155·8 for the last quarter of 1954. The average for the corresponding quarter of 1954 was 137·6. The general index of industrial production reached in separate months of the quarter was 150·9 for January 1955, 157·8 for February and 162·9 for March 1955. The peak level of 165·5 was reached in December 1954".

So that it is more than the increase that has been just now mentioned by my hon. friend, Shri Tulsidas. But I have cited these figures not with a view to urge the argument that has been advanced by my friend, but to show that this increase in industrial production to the extent of 165·5 could not have been attained without a corresponding increase in the workload of the railways and unaided by the Railway machinery. That is a fact which we have to keep in view. Although Shri Tulsidas in his own speech anticipated this argument to a certain extent, I would say he has not given sufficient thought to that aspect at all. One can very well realise the anxiety that has been evinced by such a great industrialist like Shri Tulsidas, but it cannot be denied that there has been a general improvement in the whole situation, and although two of my hon. friends who are industrialists, while congratulating the Ministry on the general improvement have painted a very dark and gloomy picture towards the close of their speech. We have to bear in mind two limitations. The first limitation is that the rules of priority have to be observed. It is not possibles to satisfy each and every industrialist. We have to go by some orders in the allotment of wagons as well as other facilities when the supply is short of the demand.

The second limitation that we have to bear in mind is that although the development in this railway transport has taken place with the increase in industrial production the targets that

[Shri A. M. Thomas]

we have placed before ourselves have necessarily to take some time to be achieved and are dependent on the availability of materials also. I have got my own grievance on this score with regard to the availability of materials—in the last Budget speech, the Railway Minister specifically pointed out that the Ernakulam Kottayam section of the Ernakulam Quilon railway will be opened for traffic in December, 1955. In answer to my question some two weeks back, the hon. Minister had confessed that it was not possible to have the line opened in December 1955. We have to wait for some more months. There is no use blaming the Ministry on that score. It was due to the non-availability of materials, especially iron and steel.

All the same, before closing, I would just request the Railway Minister to assure the House with regard to the exact position in which the Ministry is placed in the matters of the Second Five Year Plan.

In the very same issue of the *Journal of Industry and Commerce* on page 1451 is given a report of the minutes of what took place in the last meeting of the National Development Council. What the Commerce and Industry Minister Shri T. T. Krishnamachari, said has been reported like this:

> "In the context of these development schemes he referred to two very difficult problems facing industries today, namely, the rail and road transport—whether it be coal, cement or iron and steel. He added there was no point in allowing a factory to start unless the railways were able to undertake the haulage."

This is a very serious picture which the Commerce and Industry Minister has painted and I believe not only the Railway Ministry but all the Ministries concerned will bear this picture in mind.

According to the framework of the Second Five Year Plan, we find the targets for the rolling stock. The annual production of locomotives must be increased from 100 to 400, of wagons from 7,000 to 20,000, of coaches from 800 to 2,000 per year so as to attain self-sufficiency in rolling stock by the end of the plan period. I would respectfully ask the Railway Minister how he is going to achieve these targets in the Second Five Year Plan. A few days back, a question was asked whether Railway Minister expects to set up a factory for the manufacture of wagons. It was answered that the policy of the Railway Ministry is to encourage the private sector in wagon manufacture. I would respectfully ask, how is it possible, if the private sector is alone depended on for the manufacture of wagons, to increase the number of wagons from 7,000 to 20,000 in a year in the Second Five Year Period? It is impossible. The State would necessarily have to step in.

I would also ask: how is this target with regard to coaches to be achieved? The target fixed is from 800, it is to be increased to 2,000 per year. I do not want to take the time of the House by quoting the figures that have been given in this very same journal with regard to the capacity of the Perambur Coach Factory in the manufacture of coaches. Subject to correction, it is round about 200. What I want to submit is this. It is not possible, having regard to the present set-up, to reach the targets that have been laid down in the Second Five Year Plan. I expect that the Railway Minister, in his reply, would give a clear indication of what his plans are for reaching the targets that have been fixed in this Plan.

Shri U. M. Trivedi: The main difficulty about this Ministry is this. The Railway Minister, his Oeputy and his Parliamentary Secretary are all very good gentlemen; so it becomes extremely difficult to abuse these people. What I should say is this. He is controlling the biggest expending department of the Government and the biggest earning department of the Government of India and yet he is only one. Why should he not have 4 Deputy Ministers or Ministers of State?

An hon. Member: Forty.

Shri U. M. Trivedi: I do not say forty. I say it is extremely difficult to control the whole of India, sitting here. Here there is the Railway Minister on one side and the whole Government of India on the other. They have got nearly 44 and he has only three.

Shri Kamath: There will be another bottleneck.

Shri U. M. Trivedi: It is difficult for him and I should say that the first thing for him is to have some more responsible public men associated with him.

Day after day what do we find? Travel along the railway lines Thousands and thousands of wagons are lying idle. Thousands are in a dilapidated condition; thousands are occupying miles and miles of track, lying in wait for transhipment. This is the bottleneck that is there.

Shri Nambiar wanted to take political advantage of running the trade unions. He grudges the employer himself taking advantage of his own employees. I say, let him remember that today our greatest difficulty is this, the most over-paid and under-worked railway staff is responsible for creating this bottleneck. Every day they are crying. 'Give us no work and more pay'. This is the result. I do not mean to say that we should not pay them. Pay them well, but let me say what is happening.

Shri V. P. Nayar (Chirayinkil): How can the workers improve the wagon position?

Shri U. M. Trivedi: If we study the figures by which we can come to some conclusion, we will find that we are not improving. Look at the mileage. The speed per hour of the broad gauge wagons that have been running in 1949 was 10·7 miles. Then it came to 10·8 in 1950, 10·4 in 1952 and 10·2 in 1954. There is a progressive deterioration in the speed with better engines of the WG class. The same thing happened in the metre gague. From 11·8 miles in the year 1938, slowly it has been going down and it is now 8·93 miles. We have to see how this is happening. I submit that previously from Neemuch to Ajmer a distance of 150 miles, the goods train used to make it in 12 hours; now it takes at least 24 hours. Double size engines say bigger engines are used now while smaller engines were used before. The mileage of shunting engines has increased terribly. It is a waste of the use these shunting engines every time. Why are you not looking into it (*Interruption*).

Shri Tulsidas mentioned about the movement of smalls. What is it due to which the movement of smalls has fallen like this? In the year 1944 the total number of wagons of smalls was 3,44,657 in broad guage; then it became 3,40,000 and then in 1952 it came down to 3,04,000. Why this deterioration in the total number of 'smalls' moved? The difficulty of 'smalls' is so great that if you go to a station to book a small parcel or anything of that kind, either it is not accepted on a particular day or if it is accepted it is allowed to lie on the platform and after some time it is booked. In 90 per cent. of the cases, there is no chance of its reaching the destination till after one month. I have got a complaint in my possession. For a short distance of 167 miles a parcel wagon has taken 40 days. Does it speak of any improvement or does it speak of our inefficiency? That is what is to be looked into.

My friend, Shri T. N. Singh, is not here; he was saying that these people are putting—what he said—ghost indents. He has not studied the problem at all. He does not know what this ghost registration is. Ghost registration with this Rs. 25/- is not possible. It is the blockheads who will do this ghost registration. I will give you certain facts with regard to one mill, the Gola Gokaran Nath. I have got with me these particulars. In June 1950, out of 150 wagons which

[Shri U. M. Trivedi]

were allotted for wagon traffic *via* Achhnera—out of 150 registered only nine were supplied. Out of a total number of wagons registered *viz* 330, only 189 were supplied; the rest were not supplied. This is not the only one instance. I know of Neemuch, Mandsuur, Piplia, Bhilwara—stations quite near to me. I say that hundreds of wagons are not supplied. There is no question of ghost registration. The question before the hon. Minister, therefore, is this. He has to be up and alert and watch his workers and watch every officer of his. I know that some of these officers may be honest but we have the dirty experience of the most corrupt system in our country and that is the system of our railways.

My father was a very poor man and when I became a matriculate somebody offered me a job in the railway. My father said: "No, the most dishonest job is in the railway and I will never consent to my son getting into it." Those officers from the bottom who have risen today are as dishonest as they were in the beginning. The Report of the Corruption Enquiry Committee published recently—of which copies are yet to be sent to us—is not before us. This corruption must be rooted out. Unless it is rooted out, how can you achieve what you want? You can never achieve what you want. If it is not rooted out our export trade will suffer, our movement of goods and our industries will suffer; our coastal trade and river trade will suffer and we will suffer in the end by loss in the amount of our revenues. I therefore, submit that everything will have to be done to root out corruption first.

Shri D. C. Sharma (Hoshiarpur): The speeches that have been delivered upto this time can be divided into two parts. There are some persons who have told us what the transport system should be. I wholly endorse their suggestions with regard to the transport system including the railways. There are certain persons who have pointed out the difficulties and defects in our transport system. I speak from a very limited experience and I must say this in all fairness to the Railway Minister. I do not want to throw bouquets on him as others have done. But I want to be fair, factual and objective as my friend, Shri Tulsidas, was.

I would say that the Railway Ministry is very responsive and sees to the needs of the public. Whenever any complaint has been brought to our Minister's notice, he has been very prompt in taking action. But there is one thing: all complaints are not genuine. I must admit that most of the complaints that my hon. friends have received should have been sifted so that it could have been seen as to which of them were authentic and which were only the kinds of complaints which did not carry weight in any way.

In my constituency, we have the problem of carrying sugarcane. I have never had any complaint with regard to that. We have small scale industries, medium scale industries etc. I know sometimes there has been some difficulty and those difficulties have been overcome. What I mean to say is this that on the whole there has been a great improvement in the carrying capacity of the railways. If I were to give statistics, I would say that so far as broad-gauge is concerned, it has been about 7 per cent. and so far as metre-gauge is concerned, it has been over 11 per cent. We have to take an overall picture of the thing and from that point of view I say that the transport system so far as the railways are concerned is looking up.

As a member of the Estimates Committee, I had to examine the transport system with regard to coal which was at that time proving to be a source of bottleneck and all that. But I must say that the Railway Ministry appointed—if I can use that expression—a kind of brain trust which worked between the Railway Board and the Coal Commissioner's office. With the help of that brain trust they were able to overcome those bottlenecks in the movement of coal from one part of the country to another. I would ask the Railway Minister to have some kind of brain trusts for carrying other commodities also from one part of India to the other part. If that is done, I assure that most of the complaints which we nave got today will disappear.

Another point I want to make is this. I do not agree wholly with Shri Trivedi that the railway department is the most corrupt department.

Shri Kamath: Perhaps there are other departments.

Shri D. C. Sharma: Shri Kamath knows much more about corruption than I do. What I would say is this that the railway administration does need some kind of purification. It does need some kind of ennobling—if I can use that—and I would say to the Railway Minister that the report of the Railway Corruption Enquiry Committee should be implemented *in toto*.

But I would also ask my friend, Shri Tulsidas, to ask his fellow merchants and other persons—I do not want to be disrespectful to anybody—to give a good account of themselves. This ghost indenting is a popular pastime with these persons and if I were to tell you about one such case, the facts are thus. I am talking of one station called Ujji. There they wanted wagons for loading bajra for Saurashtra—about 300 or more than that. These wagons were made available but only 14 were made use of and about 295 wagons had to be withdrawn. This is what is ghost indenting. What do you mean by ghost indenting? You indent in anticipation of some kind of imaginery demand which does not exist. This should be put a stop to.

At the same time this unrestricted licensing which our industrialists and other people want cannot be resorted to. After all we have to make the best use of the available resources that we have.

Shri U. M. Trivedi: Which station and on what date did this happen?

Shri D. C. Sharma: Ujji station. I will give you the date tomorrow. Certainly I will give you (*Interruptions*). This is like a cross-examination by a lawyer but we are not here like that. (*Interruptions*). What I mean to say is this: There is no doubt that in the First and Second Five Year Plans our transport system must be enhanced, augmented and increased but I must at the same time say that our transport system is making the best use of whatever it has now and it is giving a good account of itself. I must say that the complaints which are sometimes put forward are frivolous and vexatious and they do not carry much weight.

Shri Kanavade Patil (Ahmednagar—North): I will in the first place give my thanks to the hon. Minister in charge of Transport and Railways. I would like to submit for his consideration a few points regarding the transport difficulties arising in certain areas, particularly in sugarcane producing areas. In the years 1953-54 and 1954-55 there was a lot of transport difficulties in Ahmednagar, Kolhapur and certain other areas of the Maharashtra region as a result of which jaggery, gur and other agricultural commodities were lying in stock. The agriculturists, especially the humble cultivators, wanted their commodities to be transported to suitable markets but, unfortunately, there was transport difficulty in these areas and there was also control over the transport. Afterwards, the control was removed but transport difficulties came in their way. They did not get transport in time and I have my own experiences about it. The result was that the prices of these commodities in those particular areas began suddenly to fall down and the poor agriculturists and small cultivators suffered heavy finaancial losses. Because of that, I humbly submit, there was reduction on acreage of sugarcane as the cultivators lost their confidence. There was no proper market and proper prices. All this was mainly due to the transport difficulties. In order to save us from this situation we waited in deputation on the hon. Minister for Transport and Railways. I thank him for giving attention to our difficulties and taking immediate steps to give us transport facilities. This helped the agriculturists because as a result of the increased transport facilities the prices of gur went up to some extent.

At the same time, I am also of the opinion that looking to pre-war conditions and the conditions during the war, our transport conditions have considerably improved. There is definite improvement in our transport conditions and I do not accept the arguments put forward by some of our friends that there have been no improvements. I once again say that definitely there have been big improvements over what we had before and during the war.

Sir, I do not want to take much time of the House. I only want to make particular reference to agricultural commodities and I again submit that sufficient transport facilities should be given to help the agriculturists.

Shri Kamath: My friend Shri Nambiar has referred to shortage of time, but that is nothing compared to the shortage of wagons with which we are faced in the country today. My hon. friend Shri U. M. Trivedi referred to our Railway Minister and his colleagues being gentlemen; but, precisely because they are gentlemen I am sure they would not mind fair criticism. We are not going to abuse them here. Even my friend Shri U. M. Trivedi said that he would not abuse them because they are gentlemen. We will not be abusing and will only be criticising, may be strongly, and I hope the Railway Minister and his colleagues will welcome the criticism so that the Railways will improve in the public interest and national interest.

I would only invite his attention to one particular aspect of the matter because when I find that movements within his Ministry are rather torpid and slow, that really affects movements of wagons and rolling-stock outside also. If movements as reflected in the little correspondence that I had with the Ministry show that things do not move very fast or fast enough inside the Ministry, we cannot expect the movements to be very much better outside because, naturally, this is reflected outside. I wrote, Sir, to the Ministry about the wagon position in the Jubbulpore Division. That was in June—about the middle of June—and it took nearly 2½ months or more for them to give me some information which could be collected within a fortnight as I can judge it. I would invite his attention to this particular matter where the Railway Board has stated with regard to Jubbulpore Division. It is like this:

> "Due to bumper crop this year, the movement of foodgrains on Jubbulpore Division as also in other areas has been very heavy and with the due regard to the overall requirements of traffic to be catered to, it has not been possible for the Railway to meet currently all the demands to the extent desired by Trade. Every attempt is, however, being made to step up the wagon supply."

The Railway Board has confessed in this letter that the existing railway transport capacity is not adequate. That is a very encouraging confession, Sir, very heartening. They have been very honest about this confession, that in the matter of existing railway transport capacity it is not adequate to meet the present demand. Then they say:

> "Steps are being taken to increase the line capacity, and to procure more wagons."

So, both points have been mentioned here—increased line capacity and procurement of more wagons. I would like the Minister to tell the House what attempts are being made or what steps are being taken in this regard and when can we expect a definite improvement in this position.

This matter was brought up in another case recently in this House and that was with regard to bidi traffic in Saugar and Madhya Pradesh where because of shortage of wagons a large quantity of bidi stock was lying idle at Saugar Station. Due to the failure on the part of the Ministry to clear the bidi stock nearly a lakh of workers—that was what I was told—were faced with unemployment and were to be thrown on the streets. The Minister told the House the other day that he would look into matter and find out whether the stocks have been cleared; whether the bidi stock lying at Saugar Station, and, perhaps, other parts of Jubbulpore Division, have been cleared. If it is not possible for him to tell the House today whether the stocks have been cleared at all he may, in two or three days, before Saturday, make a statement about this matter, if that is possible.

The other day Shri T. T. Krishnamachari, the Minister of Commerce and Industry and Iron and Steel, made a statement about the movement of export of iron ore to foreign countries and if I remember aright he said that we have got iron ore in the country and that even if we export as we do at present we will have enough iron ore for our steel and other purposes for the next hundred years to come, and we are exporting this ore to foreign countries so that it may help the balance of payments position. But, I understand that there is not enough wagon supply to carry the iron ore to ports in India. I would like to know how far this is correct and whether it is a fact that iron ore with which we can earn very good foreign exchange and improve our balance of payments position cannot be transported to the ports for shipments abroad.

Lastly, Sir, I would refer to one comparatively minor matter and that is this. It has also been raised in this House more than once. While we are all happy to know that the Government is giving priority to provide sleeping accommodation to passengers in first and third class compartments there have been complaints from many sections and from users of almost all the railways in India, so far as I am aware, that there has been discrimination against the poor second class, where the railways have made no arrangement to provide even seating accommodation. I do not immediately ask for sleeping accommodation, though that also is necessary and desirable. In many railways they do not even book or reserve second class seating accommodation in second class coaches. Why this should be so, I cannot understand. I would earnestly request the Minister that some arrangements must be made in the immediate future to reserve at least seating accommodation in second class, if not sleeping accommodation which they are doing for the first and third class passengers.

5 P.M.

Shrimati Jayashri (Bombay-Suburban): Much has been said for the improvement of our transport system. Industrialisation in our country is proceeding by leaps and bounds but unless our transport keeps pace with this, we cannot expect the benefit from this industrialisation. In the zonal committees, we very often hear the complaints about the inconvenience, hardships and loss caused to the public due to the issue of off hand orders in the matter of goods. I agree with Shri T. N. Singh when he said that much manipulation is caused by booking orders by merchants, without making use of the wagons. This causes great hardship to smaller merchants whose goods may perish for want of proper facilities. Goods like fruits and other things, if not transported in time, will perish and the merchants will suffer. So, in order to improve the situation, I would suggest that there should be proper distribution of the wagons, and it is necessary to frame uniform rules for the whole of the railways and to allot wagons according to the production capacity based on the last financial year's figures. At present, as Shri T. N. Singh had said, merchants keep the wagons without utilising them and those who are greatly in need of them suffer. So, I would request the Minister that proper orders should be given for framing rules for registering all these wagons. This will help smaller merchants and remove their hardships.

The other thing to which I want to draw the attention of the Minister is the importance of supplying wagons to ports like Bhavnagar. If adequate supply is given, there is great chance of increasing trade there. At present we read from the report that every year trade is increasing there, but they lack the proper supply of wagons and unless this is improved, small ports will not develop. So, if, in our second Plan we want to develop these ports, it is very necessary that proper number of wagons should be given in order to help these small ports. These are some of the points to which I wanted to draw the attention of the House.

Shri Achuthan (Crangannur): I am glad that Shri Tulsidas has started a discussion on this subject in order to impress upon the House and the Ministry concerned the importance of railway transport and not to talk upon the figures for the purpose of cutting down the total target that is fixed in the Second Five Year Plan. Everybody knows that nobody can belittle the importance of railways. I think this is the most opportune and important occasion for this House to raise this question and discuss the matter threadbare so that the Planning Commission may understand and realise the importance of the development of railways in this country in the wake of its economic development.

There is a rumour—not only a rumour but we see it also—that the targets fixed by the States and brought before the Planning Commission are being cut down like anything. In the case of the railways I am of the view that not a single pie must be cut down by the Planning Commission. The target for the railways must be greater. They must add something more, so that, if that is done, at the end of the Five Year Plan period we will be able to see that the bottlenecks are removed, transport facilities are improved and industries developed in every part of the country and also the national income is raised.

I want to say a few words with regard to road transport. Unless we reduce the taxation on lorries and buses and other vehicles which ply on the roads, it will be very difficult to divert the goods traffic from the railways to the roads. I have got an instance to mention. In my part of the country there are a number of tile factories. A tile factory-owner wanted to transport the tiles to some areas by lorry, but then he found that the tax and the rates were so exorbitant and prohibitive that it was not worthwhile for him to take up that venture. Necessarily, they have to wait for the wagons which they may get after one, two or three months. Unless the Transport Ministry asks to the States Governments to reduce the taxes on the lorries and buses and see that the buses and lorries are given articles which can be transported by them, I do not see any hope of road transport being improved in the near future, and the rush for the railway transport being reduced.

Secondly, I am very glad that a committee has been appointed for reducing the overlapping in the coastal shipping and on the railways in the matter of transport and finding out the difficulties and arriving at an integration, so to say, in transport. If that is properly done, on a scientific basis, the articles which can be shipped need not go to the railways, and then, the railways will have more wagons to transport goods or other things which can be transported only by the railways.

Thirdly, I think that new railway lines are being opened. In opening such lines, we must attach more importance to the places where there are many ups and downs. Take, for instance, the part of the country from where I come,—the west coast or even the east coast. If new railways are not opened there, it will be very difficult for things to be transported. In other areas, say, in the plains like Central India, there is no difficulty in the lorries plying for 100, 200 or even 300 miles. There is no risk or danger involved in it. But in my area, if there are no railways, goods travel by road will be very risky and dangerous. So, I plead that in the Second Five Year Plan, when new railway lines are being chalked out or investigated, more importance should be given to those areas where it is not profitable and useful to have road transport. These are the more important points which I wanted to bring to the notice of the Minister of Railways and Transport.

Mr. Chairman: Now, it is almost 5.10. I would like to know the wishes of the House—whether it wants to sit for another half an hour after 5.30.

Shri Raghunath Singh: We want to sit for some time more.

Mr. Chairman: Then the quorum must be kept.

Shri Raghunath Singh: Surely, we will keep the quorum.

श्री रघुनाथ सिंह : त्रिवेदी जी ने बहुत से आंकड़े सभा के सम्मुख उपस्थित किये हैं और हमें आशा है कि इन आंकड़ों पर ध्यान दिया जायेगा, क्योंकि अगर ये आंकड़े सत्य हैं तो रेलवे विभाग के ऊपर बहुत बड़ा आक्षेप है ।

दूसरी बात मैं यह कहना चाहता हूं कि जहां तक हमारी यातायात की समस्या का सम्बन्ध है वह तब तक हल नहीं होगी जब तक कि रेलवे, वाटरवेज और रोड्स तीनों साधनों का सहयोग नहीं होगा । आप देखें कि हिन्दुस्तान में वाटरवेज के द्वारा केवल २२ प्रतिशत ट्रांसपोर्ट होता है और रेलवेज के द्वारा ७८ प्रतिशत । इसके मुकाबले में आप देखें कि अमरीका और इंगलैंड में रेलवेज से केवल २२ प्रतिशत ट्रांसपोर्ट होता है और बाकी वाटरवेज से होता है । हिन्दुस्तान में उल्टी गंगा बहती है । विचार यह करना चाहिए कि आखिरकार इस समस्या का हल कैसे होगा ? हमारा उत्पादन ५६ सैकड़ा बढ़ा है जबकि हमारी रेलवे की एफिशियेंसी, ट्रांसपोर्ट के सम्बन्ध में ३ सैकड़ा बढ़ी है और हमारी समस्या तभी हल हो सकती है जबकि यह ३ परसेंट से कम से कम २५ परसेंट हो जाय ।

सैकेंड फाईव ईयर प्लान में रेलवे के लिए १५०० करोड़ रुपया रक्खा गया है जबकि शिपिंग के वास्ते सिर्फ ८० करोड़ रुपया रक्खा गया है । जैसा कि हमारे एक भाई ने आपको बतलाया, बात दरअसल यह है कि व्यापारी तो अपना सामान जहां से उसको सस्ता पड़ेगा वहां से ले जायेगा और चूंकि रेलवे के फ्रेट चार्जेज शिपिंग के फ्रेट चार्जेज से कम हैं इसलिए व्यापारी लोग रेलवे द्वारा ही अपना सामान एक जगह से दूसरी जगह भेजते हैं । शिपिंग के फ्रेट चार्जेज रेलवे फ्रेट चार्जेज से तीन गुना ज्यादा हैं, अगर रेलवे के चार्जेज ३० परसेंट हैं तो जहाजों के ९० परसेंट हैं और यही कारण है जो व्यापारी लोग जहाजों का प्रयोग नहीं करते हैं, वाटरवेज का प्रयोग नहीं करते हैं । फ्रेट स्ट्रक्चर कमेटी और रेल और शिपिंग कोआरडिनेशन कमेटी को इस समस्या को हल करना चाहिए और जाहिर है कि जब तक अपने वाटरवेज का उत्थान और विकास नहीं करेंगे तब तक रेलवेज पर वैगन्स की कठिनाई बनी रहेगी

[श्री रघुनाथ सिंह]

ग्रौर भार ज्यादा रहेगा । ग्रभी जैसा कि मेरे एक भाई ने बतलाया कि ३० सैंकड़ा शुगरकेन तो रेलवे से ग्राता है ग्रौर ७० सैंकड़ा शुगरकेन रोड मे ग्राता है, तो मेरा कहना है कि ग्रगर हम ग्रपने हाईवेज ग्रौर रोडवेज की उन्नति करें तो हम रोड के जरिए ग्रौर ग्रधिक शुगरकेन ला सकेंगे ग्रौर उस हालत में यह जो ३० परसेंट शुगरकेन पहुंचाने का रेलवे के ऊपर बोझा पड़ता है, यह कम हो सकता है ग्रौर हम वैगन्स की पोजीशन को कुछ ईज कर सकते हैं । इसलिए श्री एल० बी० शास्त्री ग्रौर रेलवे विभाग से मेरा निवेदन है कि वह इस ग्रोर ध्यान दें ग्रौर ग्रपने देश के हाईवेज ग्रौर रोडवेज का विकास करें ग्रौर उनमें सुधार करें ग्रौर ऐसा करने से रेलवे का बोझा कम हो सकता है, ग्रन्यथा नहीं । साथ ही ग्रापको वाटरवेज की ग्रोर भी ध्यान देना है ग्रौर ऐसा प्रबन्ध करना है ताकि व्यापारी वर्ग जहाजों से ग्रपना माल भेजना शुरू करे, ग्राज चूंकि रेलवे से भेजने में कम भाड़ा लगता है इसलिए लोग रेलवे से ही ग्रपना सामान भेजना चाहते हैं ग्रौर शिप्स के जरिए नहीं भेजते ।

इसके ग्रतिरिक्त ग्राज मुगलसराय ग्रौर विशाखापट्टनम में सबसे ज्यादा वैगन्स ग्रटकते हैं ग्रौर उन जगहों पर वैगन्स का बौटलनेक है, उस बौटलनेक को दूर करने का यथाशक्ति उपाय करना चाहिए ।

ग्रापने रेलवेज के वास्ते तो १५०० करोड़ रुपये प्रोवाइड किये हैं जबकि वाटरवेज के वास्ते केवल ८० करोड़ रुपये ही रक्खे हैं जो कि मेरी समझ में बहुत ही नाकाफ़ी है ग्रौर ग्रापको कम से कम २०० करोड़ वाटरवेज ग्रौर वाटर ट्रांसपोर्ट के वास्ते रखना चाहिए, तभी वाटरवेज की तरक्की हो सकती है ग्रौर यह समस्या हल हो सकती है वरना नहीं ।

सरदार इकबाल सिंह (फाजिलका-सिरसा) : इसमें कोई शक नहीं है कि रेलवे विभाग में जो कुछ सुधार पिछले दिनों में देखने में ग्राया है वह श्री एल० बी० शास्त्री के कारण है ग्रौर उसके लिए मैं उनको धन्यवाद देना चाहता हूं ।

हमारे पंजाब के इलाके में जहां काफ़ी गल्ला पैदा होता था वह गवर्नमेंट के खाते पर बुक होकर देश में एक जगह से दूसरी जगह पर जाया करता था ग्रौर ग्रनाज पर उस जमाने में कंट्रोल था । यह ठीक है कि ग्रब ग्रनाज पर से कंट्रोल उठ गया है ग्रौर हमारी फ़सल भी इस साल काफ़ी ग्रच्छी हुई है । लेकिन मैं ग्रापको बतलाना चाहता हूं कि हमारे किसानों को ग्रपनी ग्रनाज मंडियों से मद्रास ग्रौर मद्रास के ग्रागे दूसरी जगहों पर ग्रपना ग्रनाज भेजने में काफ़ी परेशानी का सामना करना पड़ता है ग्रौर ग्रक्सर ग्रापको यह शिकायत भी सुनने को मिलगी कि हमें ग्रपना ग्रनाज बाहर भेजने के लिए वैगन्स नहीं मिलते हैं । ग्रौर जिसके कारण मंडियों में उनका ग्रनाज पड़ा रह जाता है ग्रौर वह उसके वाजिबी दाम नहीं उठा पाते । यहां मैं इस बात से इंकार नहीं करता कि हमारे बहुत से भाई वैगन्स ग़लत तौर पर बुक करा लेते हैं ग्रौर उसके लिए जो इंडेंट देते हैं वह ग़लत देते हैं, ग्रौर इसके लिए कोई चेक होना चाहिए । लेकिन पंजाब में हमारा बहुत सा ग्रनाज माल गुदामों ग्रौर स्टेशनों पर पड़ा रह जाता है क्योंकि उसको बाहर भेजने के लिए वैगन्स नहीं मिल पाते हैं ग्रौर खास तौर पर चना जो कि पड़ा हुग्रा है काफी दिनों से उसके खराब होने का ग्रंदेशा है ग्रौर मैं यहां पर ग्रपने मंत्री महोदय से यह कहना चाहता हूं कि पंजाब ग्रौर पेप्सू जो कि ग्रनाज के सरप्लस एरियाज हैं वहां से ग्रनाज को बाहर भेजने के लिए रेलवेज ने जो वैगन्स दिये हैं, वह बहुत कम हैं ग्रौर उनकी तादाद बढ़ायी जानी चाहिए । पंजाब के ग्रनाज के व्यापारी इस कारण काफी परेशान हैं । वे कहते हैं कि पैसा हमारे पास है नहीं, वह बार्डर के इलाके हैं, बैंक हमको पैसा नहीं दे

क्योंकि रेलवे हमको वैगन्स नहीं देती और मैं समझता हूं कि इसकी वजह से अनाज के भाव जो कि पहले कुछ ऊपर की ओर गये थे, अब फिर नीचे आने लगे हैं और अनाज के भाव गिरने की सबसे बड़ी वजह यह है कि उनको अपना अनाज बाहर भेजने के लिए काफी तादाद में वैगन्स नहीं मिलते जिससे कि वह अपना अनाज मद्रास और दूसरी ऐसी जगहों में भेज सकें जहां पर कि अनाज की कमी है । इसलिए मंत्री महोदय और रेलवे के अधिकारियों को इस समस्या की ओर अपना ध्यान देना चाहिए कि जहां पर वैगन्स की जरूरत हो वहां वह मिल सकें और माल की बुकिंग हो सके और यह देखना चाहिए कि मालगुदामों और स्टेशनों पर अनाज पड़ा न रहे क्योंकि वह कुछ दिनों बाद बर्बाद हो जाता है और व्यापारियों को काफी नुक़सान उठाना पड़ता है, इसलिए ऐसे स्टेशन जहां पर कि अनाज जमा है और वहां पर पड़े रहने से उसके खराब हो जाने का खतरा है, वहां से अनाज बाहर भेजने के लिए स्पेशल अरेंजमेंट होना चाहिए और उसके लिए स्पेशल वैगन्स का प्रबन्ध करना चाहिए और अगर आप ऐसा नहीं करेंगे तो मुझे डर है कि अनाज के भाव जो कुछ ऊपर को आये वह अगले साल तक कायम नहीं रह सकेंगे और भाव नीचे की ओर जाने लगेंगे जो कि किसानों के लिए नुक़सानदेह साबित होगा । आज पंजाब की मंडियों में जो पुराना अनाज भरा पड़ा है जब तक यह बाहर नहीं भेजा जायगा तब तक नये अनाज के खरीददार बहुत कम होंगे, इसलिए यह जरूरी हो जाता है कि अनाज की बुकिंग का इन्तजाम हो और वह बाहर भेजा जाय और मैं चाहूंगा कि सरप्लस ऐरियाज के लिए जिस वक्त अनाज की फसल आती है, उस वक्त उन ऐरियाज को सरप्लस कैटेगरी में रख कर ज्यादा वैगन्स देने चाहियें और जब तक वहां के लिए आप काफी वैगन्स नहीं देंगे तब तक आप अनाज के भाव को ऊंचा नहीं रख सकते ।

जहां तक रजिस्ट्रेशन का सवाल है, मैं जानता हूं कि बहुत सा रजिस्ट्रेशन बोगस भी होता है, लेकिन उसके अलावा भी क्या आपके रेलवे विभाग ने पंजाब और पेप्सू की मंडियों में पड़े हुए फालतू अनाज को बाहर भेजने के लिए आंकड़े इकट्ठे किये हैं कि कितने वैगन्स की जरूरत पड़ेगी ? हम देखते हैं कि उस फालतू अनाज को बाहर मद्रास और दूसरी जगहों पर भेजने के लिए दो दिन की बुकिंग खोल देते हैं, बाजरे की चार दिन की बुकिंग खोल देते हैं और चने की छै दिन के वास्ते बुकिंग खोल देते हैं और उसके बाद महीनों तक वह बुकिंग बन्द हो जाती है, जो कि नहीं होनी चाहिए और बुकिंग ज्यादा दिन तक खुली रहनी चाहिए । इसलिए मैं चाहूंगा कि हमारे शास्त्री जी जिनको कि किसानों से बहुत हमदर्दी है, वे और उनके विभाग के उच्च अधिकारी इस बुकिंग की कठिनाई को दूर करके बुकिंग की ज्यादा सुविधा देंगे ताकि हमारे किसान लोग खुशहाल रह सकें और अपनी जिन्दगी आराम से बसर कर सकें और मैं यहां पर यह चीज साफ कर देना चाहूंगा कि अगर हम किसानों को वैगन्स और बुकिंग की सुविधा नहीं देंगे और उनका सरप्लस अनाज बाहर भेजने के लिए उचित प्रबन्ध नहीं करेंगे तो अनाज के भाव फिर से कम हो जायेंगे और इसका किसानों पर बहुत प्रतिकूल असर पड़ेगा ।

मुझे आशा है कि रेलवे मंत्री महोदय इस ओर ध्यान दें और हमारे किसानों को आज जो यह वैगन्स और बुकिंग न मिलने की कठिनाई हो रही है, उसको दूर करेंगे ।

पंडित डी० एन० तिवारी : सभापति जी, इस में शक नहीं है कि रेलवे विभाग में इन चन्द एक वर्षों में काफ़ी इम्प्रूवमेंट हुआ है, लेकिन एक बात हम भूल जाते हैं कि रेलवे विभाग लड़ाई के जमाने में बहुत पिछड़ गया था और जितने इम्प्रूवमेंटस हुए हैं, वे आजकल के दृष्टिकोण से बहुत नाकाफ़ी हैं । ज्यों ज्यों लोगों का जीवन स्तर ऊंचा होता जाता है त्यों त्यों उनकी जरूरतें बढ़ती जाती हैं और

इसको ध्यान में रखते हुए उन जरूरतों को पूरा करने के लिए रेलवे को स्पेशल एफ़र्ट्स करनी होंगी । जिसमें उस हद तक, उस सीमा तक, गाड़ियां मिल सकें जिसमें कि लोगों की जरूरियात पूरी हो सकें ।

रेलव में सब जगह इम्प्रूवमेंट हुआ, लेकिन कुछ ऐसे भूखंड हैं हिन्दुस्तान में जहां पर इस इम्प्रूवमेंट का कोई असर नहीं हुआ है । माननीय मंत्री जी ने परसों एक प्रश्न का उत्तर देते हुए कहा था कि मैं नार्थ ईस्टर्न रेलवे में गया हूं और मुझे वहां ज्यादा दिक्कत नहीं मालूम हुई । लेकिन मैं उन को बता देना चाहता हूं कि जो नार्थ बिहार का हिस्सा है उन की हालत क्या है । पैसेन्जरों के चलने के लिये जो दिक्कतें हैं उस [illegible] जिक्र मैं नहीं करना चाहता, उसका जिक्र तो प्रश्नों के जरिये भी हाउस में हो चुका है और शास्त्री जी ने कहा भी है कि वह उसको सुधारने का प्रयत्न कर रहे हैं, लेकिन उत्तर बिहार, वैगन्स के सिलसिले में एक बाटलनेक बना हुआ है वहां सामान दक्षिण बिहार से आता है । मोकामा से गाड़ियां पार होती हैं, मोकामा की कपैसिटी २०, २५ या ३० गाड़ियां पार करने की है । जिस में से तीन चौथाई हिस्सा रेलवे के कोयले की गाड़ियां हो पार होती हैं । एक करोड़ से अधिक पापुलेशन के लिये कुल ५, ७ या १० गाड़ियां ही रोज वहां से पार होती हैं । नार्थ बिहार ऐसा है जहां प्रकृति का कोप बहुत होता है, साथ में रेलवे के अफसरों का, कोप तो कैसे कहूं, लेकिन उपेक्षा जरूर है । आप समझ सकते हैं कि जहां एक करोड़ की पापुलेशन है वहां उन लोगों के जीवन की जरूरियात को पूरा करने के लिये सिर्फ १० वैगन को पार करने से कैसे काम चल सकता है । आप देखेंगे कि वहां हर साल बाढ़ आता है, हजारों मकान गिर जाते हैं, उनके निर्माण के लिये वहां कोयला नहीं मिलता, सीमेन्ट नहीं मिलता, चूना नहीं मिलता, लोहा नहीं मिलता, और अगर मिलता भी है तो वह १५ या २० फी सदी अधिक दामों पर, इस लिय व्यापारी उसे प्रथम तो नाव पर फिर बैलगाड़ी पर लाकर ट्रान्सपोर्ट करते हैं । इस लिये नतीजा यह होता है कि जहां पटना में कोयला १ रु० ४ आ० मन मिलता है वहां छपरा या मुजफ्फरपुर में २ रु० मन बिकता है । दोनों जगहों के दामों में इतना फर्क है ।

गल्ला जो यू० पी० के बाजारों में या पंजाब के बाजारों में १० रु० मन बिकता है वह हमारे यहां १६, १७ या १८ रु० मन बिकता है । जिस तरह आप और जगहों पर प्राइस सपोर्ट चला रहे हैं उसी तरह से बिहार में खास कर छपरा जिले में, जहां का मैं बाशिन्दा हूं, सब्सिडी की जरूरत है । इस तरह से ही किसानों को सब्सिडी दे कर गल्ला सस्ता बिकवाया जा सकता है ।

आज देश में एक जगह तो बहुलता है और दूसरी जगह स्केअर्सिटी चल रही है । इसका कारण यह नहीं है कि चीजों की कमी है, बल्कि कारण यह है कि हमारे यहां ट्रांसपोर्ट बाट्लनेक कई जगहों पर है, जिस को दूर करन की जरूरत है । मैं बताना चाहता हूं कि हमारे यहां कार कम्पनी का जहाज चलता था, उसका कुछ हिस्सा पाकिस्तान में चला गया, नतीजा यह हुआ कि उसने जहाज चलाना बन्द कर दिया ।

आज मोकामा ब्रिज बनने की बात है, लेकिन "का वर्षा जब कृषि सुखाने" जब लोगों की हालत खराब हो जायेगी तो आप के पुल बनाने से क्या फायदा होगा ? मोकामा में ट्रान्शिपमेंट कपैसीटी बढ़ाने का प्रयत्न होना चाहिए ।

इस सम्बन्ध में मैं दो बातों का सुझाव दूंगा । एक तो मढ़वा डीह यार्ड आप एनलार्ज करें, जिससे अधिक संख्या में नार्थ बिहार को वैगन दे सकें । दूसरी बात यह है कि एक रोप वे आप गाजीपुर में बनायें या

डीघा में. बनायें, जिस से इस पार से उस पार तक वैगन आ सकें, तभी हम नार्थ बिहार के लोगों को लाभ पहुंचा सकते हैं और उन के जीवन स्तर को ऊंचा कर सकते हैं, अन्यथा वहां के लोगों का जीवन स्तर बहुत नीचे गिर जायेगा । और जो वहां के लोगों की तकलीफें हैं वह और भी ज्यादा बढ़ जायेंगी ।

Shri Ramachandra Reddi: I have a few minutes and a few observations to make at the fag end of this debate. I wish to congratulate my hon. friend Shri Tulsidas for having brought this motion and focussed the attention of this House on this particular matter. It looks as if there is some secret understanding between Shri Tulsidas and the hon. Railway Minister that unless the matter is properly thrashed out on the floor of the House, the possibility of the hon. Minister for Railways getting more money for development of railways may not be there. Because, the hon. Minister for Railways has never made a secret of the position of the railways. He has on several occasions said that he requires a large amount of money for the full development of the railway system and that unless there is provision made for such a sum, the possibility of giving greater facilities of transport will not be there. In fact, I think the Finance department is not willing to give him more than Rs. 500 crores whereas he is anxious to get Rs. 1500 crores. Unless transport facilities are much better than what they are today, the entire Plan framed under the Second Five Year Plan will not fructify and the industrial development of the country envisaged will not be capable of achievement. Both for the erection of the plants and machinery in several parts of India and for the transport of the products of these plants to the consuming centres, transport is a real necessity. That is realised more than every Member of this House by the Railway Minister. There are several instances where transport facilities have not been properly attended to and where corruption has been one of the causes for delay in transport. As a matter of fact, I would have been very happy if the Railway Corruption Committees' report had been placed before the House for discussion, or if the Railway Minister had been able to place before the House the action that they have taken so far or contemplate to take on the several recommendations of that committee; because one of the main reasons for the difficulties in transport seems to be the growing corruption in that department. I would rather go to the extent of saying that the lower staff in the department require more grease than the wagons themselves.

Having said that, I wish to point out to the hon. Minister a fact that I have had different opportunity of pointing out to him, and that is the lack of co-ordination between the Ministry of Railways and the Ministry of Commerce and Industry. Unless there is perfect co-ordination between these two Ministries, the achievement that is expected of the Second Plan will not be realised at all. I have to mention one thing that has been noticed recently. Last year, you may remember, Sir, that the Food Ministry had given sanction for the export of nearly 2 lakhs tons of rice from India to other countries. The harbours at Calcutta and Bombay had been thrown open. A resolution was brought before this House by the hon. Shri T. T. Krishnamachari, Minister for Commerce and Industry that an export duty of half an anna per maund of rice should be imposed. In that connection we were told that only Calcutta and Bombay ports had been thrown open for the export of rice. When it was pointed out to him that in Andhra there was a declared surplus of nearly three to four lakh tons of rice and that the harbours at Visakhapatnam or Kakinada or Madras might be thrown open to transport or release this surplus stock, the Minister was not in a mood to accept the suggestion, but later on in the month of April or so, the matter was more seriously taken to the notice of the Commerce Minis-

[Shri Ramachandra Reddi]

try by the Food Ministry, and then he saw the reason in throwing open the harbours at Visakhapatnam, Kakinada and Madras. During this period of six or seven months it was found that most of the Andhra Rice exporters and suppliers had to take the rice all the way from Kakinada in the east coast to the west coast that is Bombay. In that connection, several hundreds of wagons must have been requisitioned, and they must have been taken all the way from the east coast to the west coast, with the result that a number of wagons must have been kept in use until they were taken over to Bombay and probably they took a very long time to come back to the respective areas. In that way, a number of wagons must have been misused, rather not fully used, and that is one of the reasons why I said that there must be co-ordination in thinking and acting between the Commerce Ministry and the Railway Ministry. At the present juncture also, unless the Commerce Ministry consults the Railway Ministry, or rather the Industries Ministry consults the Railway Ministry with regard to the location of the several facilities and with regard to the transport of very heavy machinery from the post to the place of erection there will not be a proper adjustment of affairs. As a matter of fact, the present idea is to spread the industries in several places all over India, not concentrating them in a particular place, and as such the need for developing those areas which have not been developed by way of communications will have to be taken up more seriously. Otherwise, the expected spread of the industrial advancement will not take place. So, in that view, I urge upon the hon. Railway Minister to take up these things seriously with the Ministry of Industry and Commerce before further development of the railway system is taken up.

I have got only one word more to mention *i.e.* with regard to the waterways. Before creating new waterways in this country for which there are numerous facilities, it is possible to develop the existing waterways wherever they are. I have on a different occasion brought this also to the notice of the hon. Minister and told him how it is possible to utilise the existing source of the Buckingham canal which has got a course of nearly 300 miles and which has now become an inter-state waterway. If a few lakhs of rupees are spent upon that, and if probably the Railway Ministry takes it over and manages it, the transport bottleneck would be to a large extent relieved by the diversion of goods traffic.

I do not want to take more time or trouble you for greater indulgence. I would only say that there are very many complaints now going about with regard to transport, and this whole file before me would show how many difficulties have been experienced all along. I hope it will be possible for the appropriate authorities to send these representations to the hon. Minister so that he might look into them and see that these are attended to with the greatest expedition.

Shri L. B. Shastri: I am thankful to Shri Tulsidas and other friends for their balanced speeches and the kind sentiments they have expressed towards the Railway Ministry.

The problem of transport is a difficult one. I have never hesitated to acknowledge this fact, nor do I want to minimise it even today. In the fast developing economy of our country, more and more movement would take place, both of raw materials and finished goods. Agricultural produce is also on the increase. Similarly the raising in mines of coal and ores. The burden on the transport services is thus on the increase, but this has to be welcomed as it is an indication of the growth of prosperity in the country.

During April-June, that is during the summer months railways have always to face serious difficulties. The rigour of the climate reacts on the efficiency of the out-door staff and leads to an abnormal increase in the incidents of sickness among them.

Water shortage for loco requirements is also generally experienced, and this affects operation. This year moreover, the movement of foodgrains even from usually deficit States created a special problem for us. The heavy rains followed by floods and breaches in so many parts of the country, especially in North Bengal and Assam, have also considerably added to our difficulties.

Pandit D. N. Tiwary: North Bihar.

Shri L. B. Shastri: North Bihar also. I am not recounting these things as a sort of defence. In fact, I have said elsewhere that I consider the present situation a challenge to the railways and railwaymen to face it boldly.

It has often been suggested that there should be better co-ordination between the railways and other means of transport, and I have also myself laid great stress on this matter. In the Transport Ministry we are giving serious thought to problems connected with road transport and shipping. I hope I shall be able to introduce the amended Motor Vehicles Bill in this session of the House. The Rail-Sea Co-ordination Committee which has been set up recently by the Railway Ministry has also started its work. How to develop further the existing road transport capacity is under our active consideration. But there is no doubt that the bulk of the transport burden will still have to be borne by the railways, and we are planning for it and are determined to discharge our obligations.

I would like, however, to clear some of the misunderstandings which have been created in the House by a few speeches made now.

With regard to the general position, the goods loading on Indian railways from January to August has been— I shall quote the figures—as follows: The total number of wagons loaded on Indian railways, broad guage, in 1954 was 29,49,081. In 1955 it is 31,63,859—an increase of 7·3 per cent. In the metre gauge is 1954 it was 16,92,582. In 1955 it is 18,53,543—an increase of 9·5 per cent. So, these figures clearly show that far from deterioration, there has been a substantial increase in transport during the current year. Nevertheless, there are some arrears both on the broad gauge and the metre gauge sections.

The annual rate of increase in traffic in the past has been of the order of 3 per cent, but during the current year there has been an abnormal increase, largely due to the bumper crop and the simultaneous decontrol of foodgrains. Food movements during April-June have increased by 8·8 per cent on the broad gauge, and 6·6 per cent on the metre gauge as compared with the previous year. The bulk of the arrears relate to foodgrains traffic. It is true that in spite of the increased loading, the outstanding registrations for wagons have been considerably higher than last year. Thus, on the broad gauge section, the outstanding demands on 31st July were 1,42,000 as against 35,000 last year, and on the metre gauge portion, 1,50,000 as against 55,000 last year. I am, however, glad to inform the House that these outstandings have been very appreciably brought down.

I shall now like to deal with the position relating to the movement of a few important commodities such as sugar, cotton, etc. which were referred to by Shri Tulsidas. So far as sugar is concerned, I would like the House to know that the indigenous production jumped up from 10 lakhs of tons to 16 lakhs of tons. This naturally signifies a corresponding increase in the transport of sugarcane and other raw materials. Since one ton of sugar requires ten or eleven tons of sugarcane, the magnitude of increase in traffic can well be realised.

The transport of indigenous sugar is linked with the large-scale import of sugar which from January to July 1955 was about 2,67,000 tons. Out of this, nearly 35,000 tons was discharged at Bhavanagar, and distributed by rail to Saurashtra area, which

[Shri L. B. Shastri]

accounts for lack of movement of indigenous sugar to this area.

Likewise, considerable movement of imported sugar was made during this period to various destinations such as from Bombay to Ahmedabad, Poona, Ujjan, Ratlam, Nagpur, Jaipur, from Calcutta to Gauhati, Tatanagar etc., and from Madras to Tiruchirapalli and Coimbatore. In consequence, there was a lesser demand for indigenous sugar in these areas. Nevertheless, the sugar movement on the broad gauge portion has been, as Shri Tulsidas knows, very satisfactory, being from January to 10th September 1955, 29,520 wagons or 21 per cent more than during the same period last year. But I must admit that the position on the metre gauge was not so satisfactory.

On the metre gauge the bulk of sugar is loaded on the North-Eastern Railway. Here, the movement up to April was conditioned by the heavy movement of sugarcane, and large-scale movement for the flood protection works at Dibrugarh and in North Bengal. I trust the House will appreciate that it was mainly on account of the railways that the Dibrugarh rivetment could be built, and Dibrugarh could be saved from devastation this year. So, when we moved boulders and stones to Dibrugarh, naturally the other goods had to wait.

From 1st May to 20th September this year, 18,176 wagons of sugar have been loaded as against 11,000 last year, on the metre gauge on the North-Eastern Railway. From 1st January to 20th September this year, over 28,000 wagons of sugarcane have been loaded as compared to 27,000 last year.

The position regarding movement of cotton is much better. The Western Railway loaded 1,100 wagons more on the broad gauge and 1,600 wagons more on the narrow gauge during January to 20th July this year as compared with the same period during last year, which represent an increase of 42 per cent on the broad gauge, and 58 per cent on the narrow gauge. So, we have been able to make satisfactory improvement even on the narrow gauge, where the position of the rolling-stock and rails etc. is not quite satisfactory. The outstanding registration on 20th July 1955 were only 128 wagons on the broad gauge and 10 wagons on the narrow gauge. On the Northern Railway, during the same period, there was an increase of 1,000 broad gauge wagons, representing an increase of 35 per cent over last year. Similarly, on the Central Railway we moved 900 wagons more of cotton to Bombay area during the first six months of this year, as compared with the same period last year, representing an increase of 35 per cent. I might also add that 24,700 tons of cotton were exported from India during January to June 1955 as compared with 13,200 tons before. That is to say, instead of 13,000 tons, we were able to export 24,000 tons. And this would not have been possible of course, except by increased rail movement.

I might also tell the House about the movement of oilseeds, including groundnut seeds. 20,515 broad gauge wagons were loaded during January to June this year as compared to 16,455 wagons during the same period last year, representing an increase of 24·7 per cent. Similarly, on the metre gauge, 31,568 wagons were loaded as compared to 25,071 wagons last year, representing an increase of 25·7 per cent.

Regarding movement of coal, a daily average of 3,221 broad gauge wagons was loaded in Bengal-Bihar coal fields, during January to August 1955, as compared to 3,129 wagons during the same period last year. This represents an increase of 92 wagons per day. Taking all coal fields in India, the loading was 140 wagons per day more than last year. Coal movements for destinations beyond Moghal Sarai averaged 1,217 wagons per day during this period, being 81 wagons in excess of last year.

The House will thus see that instead of any deterioration, there has been almost an all round improvement. To suggest that there has been any deterioration is wrong factually, and it is a mistake to paint so gloomy a picture.

I should like now to reply to one or two points which were raised by Shri Nevatia, Shri K. P. Tripathi, and Shri Nambiar also, though what the later raised was not very much relevant to the discussion.

Shri Nevatia said that we should arrange for better co-ordination between the railways in the different zones. I entirely agree with that suggestion. I would like to tell him and the House that we propose to appoint special staff for the purpose of wagon chasing. This work will be an independent work, and it will be entrusted to special staff who will be dealing with the chasing of wagons as and when they are delayed either in the yards or while they are on the move. We propose to appoint special staff for this purpose, and I hope they will be able to chase the wagons properly and facilitate the movement of wagons in future.

Shri K. P. Tripathi is not here. He said something about the setting up of steamer companies by Government and their taking up this work. We do not propose to do it now. A Committee was recently set up with Shri Lokur as Chairman. The Committee has completed its report; probably it will be submitted very soon. It will be time then to consider as to what further steps should be taken in regard to that matter. I might, however, tell the House that we are considering actively about two matters. One is about the manufacture of special types of power boats. They are being manufactured in India and it is expected that they will be completed in about two or three months' time. What we are aiming is that it would be possible to make these power boats navigable throughout the year both in the Brahmaputra and the Ganga. The other thing that we propose to do is that we are considering a proposal of mechanising the sailing vessels. These two steps, I hope, will be able to help us in the movement of some goods at least in some cases.

I welcome Shri Nambiar back to this House. I thought he had somewhat cooled down or, if he will not be angry, sobered down. But he still possesses his old fire and I only wish that he had not indulged in exaggerations again, making somewhat wrong statements. I might tell him that there is only one federation. There are no two federations, and there is only one President, Shri Vasavada. I do not think the Board was in any way wrong to have negotiated with Shri Vasavada who is President of the Railwaymen's Federation. In fact, I think he should have paid compliments to the Board for having accepted some of the old demands which were hanging fire for a long time. Shri Nambiar, it seems, is not interested in the demands of the workers being conceded, but perhaps he is more interested in keeping workers fighting amongst themselves. I did nothing else than bringing the parties together. If I met Shri Vasavada, I also met Shri Guruswamy, and my effort was to bring them together, to bring about a *reapproachment*, if possible. But I could only advise them. It is for the two gentlemen who may have their internal differences to settle the matter amongst themselves.

I shall in a few words say that the problem of transport has to be viewed both from the short and long-range angle. Our plans, I might inform the House, are to increase our carrying capacity by about 20 per cent by the end of November this year. This we hope to achieve by effecting improvements at certain bottleneck points in the movement of traffic such as the Assam rail link, then *via* Mokameh Ghat traffic, then movements to the south *via* Bezwada, *via* Raichur and *via* Poona, and lastly, movement in the Saurashtra area *via*

[Shri L. B. Shastri]

Sabarmati, Viramgam and Mehsana. With regard to the Assam rail link, last year due to heavy rains, there were serious breaches and a number of major engineering works had to be executed during the current year on account of which the limited capacity available was further restricted. In April last, arrangements were made with the Pakistan railways for movement of traffic *via* their route which afforded substantial relief. But unfortunately, there were sudden breaches again in July and August, both on the Assam rail link as well as on the Eastern Bengal railway. The last of these between Chaprakata and Bijni has been repaired only yesterday morning and I hope this will ease the position.

As regards traffic *via* Mokameh Ghat and other transhipment points across the Ganga, several *ad hoc* measures have been taken to step up capacity for movement across the river. Unfortunately, however, the ghat difficulties, especially at Sakri and Bhagalpur this year have been the worst for the past many years and the capacity has dwindled down very considerably. The situation has, however, been saved by progressive stepping up of the capacity at Manduadih, to which Pandit D. N. Tiwary referred just now. We have been able to step up the capacity at Manduadih from 30 broad-gauge wagons to 155 broad-gauge wagons, and it will shortly be increased further to 180 wagons daily. Complete relief, however, will only be afforded, of course, when the Mokameh bridge, which is already in hand, has been constructed. I have very recently received a representation from Bihar about the old steamer services which used to function formerly. I got it only two or three days back. I am looking into the matter. It is difficult for me to say anything off hand just now about that.

Regarding movements to the south, although some increase in the transport capacity has been effected in recent months, substantial improvement is expected by November next when a number of capacity works under execution are likely to be completed such as the remodelling of the Bezwada Yard, extension of loops at stations between Bezwada and Madras to hold trains of 80 wagons. Here again, there has been a setback recently due to repeated breaches on the east coast line.

Regarding movements to Saurashtra, here again there is a progressive improvement expected as the capacity works get completed stage by stage. The question of the conversion of certain metre-gauge sections into broad-gauge is also under examination. There have been excessive rains in Saurashtra recently and apart from slowing down loading and unloading operations at terminals, a number of new lines in various yards sank. The Ratlam Godra line on that section was also badly affected. We have fought against all these setbacks and have been able to increase the loading and bring down the outstanding demands. The steps that we have taken, I hope, should go a long way in easing the present situation.

In the end, from the long-range point of view, I might give the House a broad indication of what we propose to plan for during the Second Five Year Plan period. This will involve (a) provision of increased capacity in sections concerned to permit movement of the estimated additional production of steel, coal and cement and generally to augment capacity on other sections of the main trunk routes up to 50 per cent. So Shri Tulsidas should have no fears in regard to the movement of steel, coal etc. for the steel plants or for other big plants. We have taken that into consideration while planning for the increased capacity of the railway lines. (b) Electrification of certain sections to promote efficiency of operation and to develop capacity most economically. (c) Increased tempo of renewal of main line track already overdue, thereby releasing maximum quantity of track material for building new lines. (d) Construction of new lines up to a limit of 3,000 miles in the whole Plan period, which will, of course, be besides the doubling of the lines; and we have fixed our target as 2,500 miles doubling in the next Plan period. Besides this, we are thinking in terms of more than Rs. 450 crores in the matter of procuring locomotives and rolling stock alone. On line capacity works and track renewal programmes, we shall have to spend more than Rs. 300 crores and on new lines, something like Rs. 200 crores. So you will see that we are planning on quite a big scale to meet the increased transport requirements of the country. But our programme will take time to be implemented. It involves big and difficult works and their execution and completion might take two to three years. The public will, therefore, have to put up with the difficulties for some time as they, I hope, fully realise the enormity of the problem to be tackled. We may also have to have recourse to some rationalisation and regulation in the movement of traffic. Other Ministries are being consulted and I propose to address the State Governments also in this matter. Unnecessary utilisation of wagons and locos has to be put down effectively.

6 P.M.

Our Second Five Year Plan is fairly big, although I personally think that it should have been bigger still, But, we have weighed everything and tried to be as reasonable as possible. I cannot say what is going to be the final result of our consultations and discussions with the Planning Commission, but, however, I wish our proposals should be accepted. The responsibility of the Railways in the execution of the Second Five Year Plan is a tremendous one and let us hope that the Railways would be able to bear the additional burden and not let any sector suffer on their account.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 29th September, 1955.